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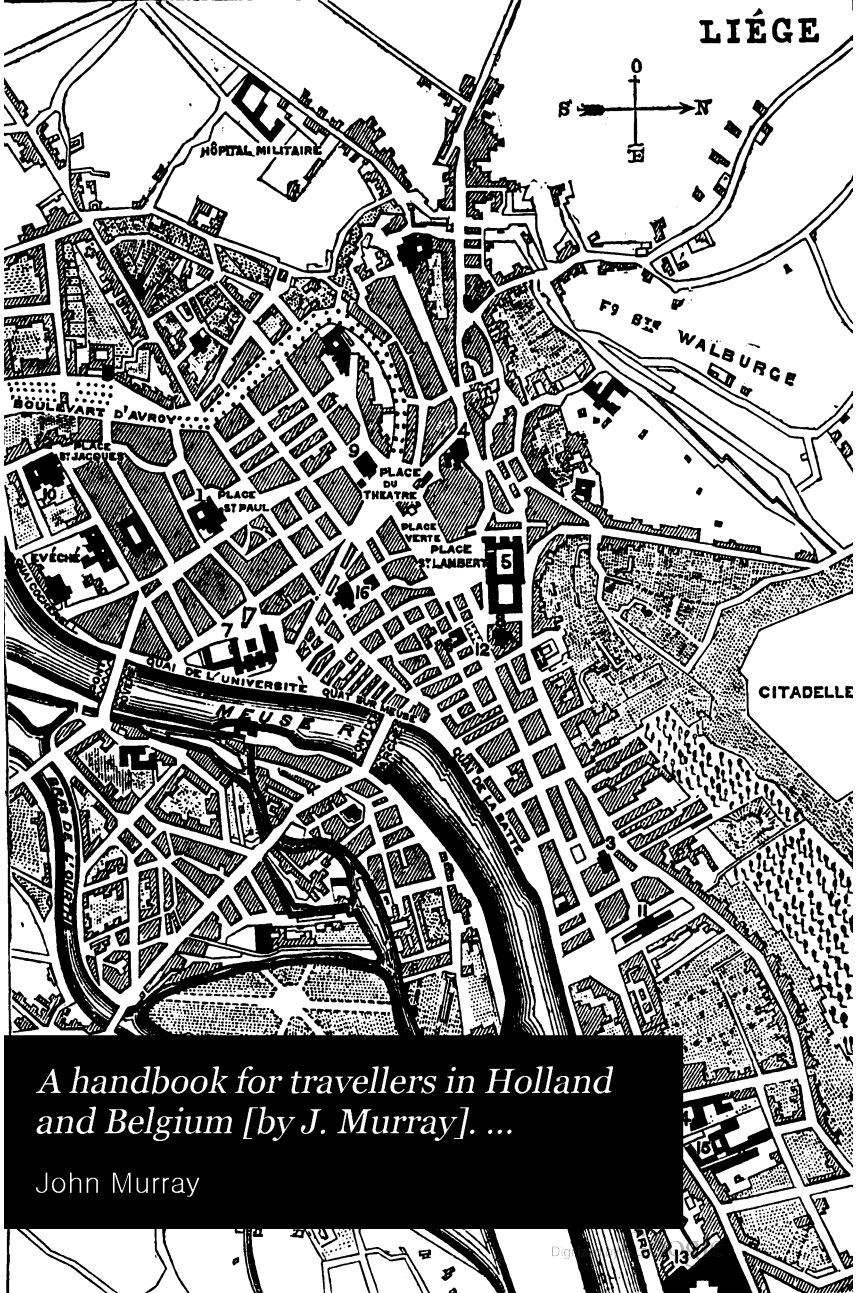
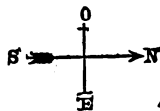
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*A handbook for travellers in Holland
and Belgium [by J. Murray]. ...*

John Murray

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A HANDBOOK

FOR

TRAVELLERS IN HOLLAND AND BELGIUM.

NOTICE.

THIS Edition of the Handbook has been subjected to a careful and thorough revision. The Editor trusts that the imperfections and errors will be found to have been considerably diminished. His own personal rectification of mistakes and omissions has been most materially aided by the communications of numerous and obliging correspondents, many of them personally unknown to him, to whom he takes this opportunity of returning his acknowledgments. He begs, at the same time, to repeat his request that travellers who may in the use of the Handbook detect any faults or omissions which they can correct *from personal knowledge*, will have the kindness to mark them down on the spot, *with the date when they are made*, and communicate to him a notice of the same, favouring him at the same time with their names—addressed to the care of Mr. Murray, Albemarle Street. The Editor ventures to remind his correspondents that by such communications they are not merely furnishing the means of improving the Handbook, but are contributing to the benefit, information, and comfort of future travellers.

. No attention can be paid to letters from innkeepers in praise of their own houses; and the postage of them is so onerous that they cannot be received.

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A
HANDBOOK FOR TRAVELLERS
IN
HOLLAND AND BELGIUM.

NINETEENTH EDITION.



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THE Guide Books which preceded the Handbooks were for the most part either general descriptions compiled by persons not acquainted with the spots, and therefore imperfect and erroneous, or local histories, written by residents who did not sufficiently discriminate between what is peculiar to the place, and what is not worth seeing, or may be seen equally well or to greater advantage somewhere else. They were often mere reprints of works published many years before, by no means corrected or brought down to the day; and whether accurate or not originally, are become, from the mere change which each year produces, faulty and antiquated. The principle upon which the Handbooks are constructed is that of obtaining the information on the spot, and not from books only.

The writer of the Handbook has endeavoured to confine himself to matter-of-fact descriptions of what *ought to be seen* at each place, and is calculated to interest an intelligent English traveller, without bewildering his readers with an account of all that *may* be seen.

This volume is so arranged as to be fitted for the use of the English traveller: it is complete in itself as far as it goes, and is intended to preclude the necessity of resorting to any local Guide Book in the countries which it professes to describe.

Should the book be found to possess any superiority over others of its class, it is because it is based upon a personal knowledge of the countries described; since those routes which have not been travelled over by the author himself have, with very few exceptions, been revised by friends to whom they are actually known.

That such a work can be faultless is impossible. The mere progress of time and march of improvements necessarily introduce errors. The author has taken pains to correct this by careful and continual revision; the effect of which may be seen by comparing every new edition with those preceding it. He throws himself on the indulgence of his readers, to excuse inaccuracies; and *he most particularly requests all who make use of it to favour him by transmitting, through his publisher, a notice of any mistakes or omissions which they may discover.* The blunders of the

author of a 'Tour on the Continent,' published for the edification of the public at home, may escape detection; but a book of this kind, every word of which is liable to be weighed and verified on the spot, is subjected to a much more severe test and criticism. What Dr. Johnson said of Dictionaries is also applicable to Guide Books:—"They are like watches; the worst is better than none—the best cannot be expected to go quite true."

The writer begs to express his acknowledgments to numerous friends who have favoured him with notes and corrections.

This volume is devoted to Holland and Belgium only; it has been thought that the convenience of travellers has been consulted by separating those countries from North Germany, including the course of the Rhine, which also forms a volume complete in itself.

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INTRODUCTION,

CONTAINING INFORMATION WHICH MAY BE OF USE BEFORE
LEAVING ENGLAND.

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a. MAXIMS AND HINTS FOR TRAVELLING.

“TRAVEL in the younger sort is a part of education; in the elder, a part of experience. He that travelleth into a country before he hath some entrance into the language, goeth to school and not to travel. That young men travel under some tutor, or grave servant, I allow well; so that he be such a one that hath the language, and hath been in the country before; whereby he may be able to tell them what things are worthy to be seen in the country where they go, what acquaintances they are to seek, what exercise or discipline the place yieldeth; for else young men shall go hooded, and look abroad little. The things to be seen and observed are the courts of princes, especially when they give audience to ambassadors; the courts of justice while they sit and hear causes; and so of consistories ecclesiastic; the churches and monasteries, with the monuments which are therein extant; the walls and fortifications of cities and towns: and so the havens and harbours, antiquities and ruins, libraries, colleges, disputations, and lectures, where any are; shipping and navies; houses and gardens of state and pleasure near great cities; armouries, arsenals, magazines, exchanges, burses, warehouses; exercises of horsemanship, fencing, training of soldiers, and the like; comedies, such whereunto the better sort of persons do resort; treasuries of jewels and robes; cabinets and rarities; and, to conclude, whatsoever is memorable in the places where they go; after all which the tutors or servants ought to make diligent inquiry. As for triumphs, masks, feasts, weddings, funerals, capital executions, and such shows, men need not to be put in mind of them; yet are they not to be neglected. If you will have a young man to put his travel into a little room, and in a short time to gather much, this you must do: first, as was said, he must have some entrance into the language before he goeth; then he must have such a servant or tutor as knoweth the country, as was

likewise said : let him carry with him also some card or book describing the country where he travelleth, which will be a good key to his inquiry ; let him keep also a diary ; let him not stay long in one city or town—more or less as the place deserveth, but not long ; nay, when he stayeth in one city or town, let him change his lodging from one end and part of the town to another, which is a great adamant of acquaintance ; let him sequester himself from the company of his countrymen, and diet in such places where there is good company of the nation where he travelleth ; let him, upon his removes from one place to another, procure recommendation to some person of quality residing in the place whither he removeth, that he may use his favour in those things he desireth to see or know—thus he may abridge his travel with much profit. As for the acquaintance which is to be sought in travel, that which is most of all profitable is acquaintance with the secretaries and employed men of ambassadors ; for so in travelling in one country he shall suck the experience of many : let him also see and visit eminent persons in all kinds which are of great name abroad, that he may be able to tell how the life agreeth with the fame : for quarrels, they are with care and discretion to be avoided ; they are commonly for mistresses, healths, place, and words ; and let a man beware how he keepeth company with choleric and quarrelsome persons, for they will engage him into their own quarrels. When a traveller returneth home, let him not leave the countries where he hath travelled altogether behind him ; but maintain a correspondence by letters with those of his acquaintance which are of most worth : and let his travel appear rather in his discourse than in his apparel or gesture ; and in his discourse let him be rather advised in his answers than forward to tell stories : and let it appear that he doth not change his country manners for those of foreign parts, but only prick in some flowers of that he hath learned abroad into the customs of his own country.”—LORD BACON. *Essays*, XIX.

“ Ours is a nation of travellers ; and no wonder, when the elements air, water, fire, attend at our bidding, to transport us from shore to shore ; when the ship rushes into the deep, her track the foam as of some mighty torrent, and, in three hours or less, we stand gazing and gazed at among a foreign people. None want an excuse. If rich, they go to enjoy ; if poor, to retrench ; if sick, to recover ; if studious, to learn ; if learned, to relax from their studies. But whatever they may say, whatever they may believe, they go for the most part on the same errand ; nor will those who reflect think that errand an idle one.

“ Almost all men are over-anxious. No sooner do they enter the world than they lose that taste for natural and simple pleasures, so remarkable in early life. Every hour do they ask themselves what progress they have made in the pursuit of wealth or honour ; and on they go as their fathers went before them, till, weary and sick at heart, they look back with a sigh of regret to the golden time of their childhood.

“ Now travel, and foreign travel more particularly, restores to us in a great degree what we have lost. When the anchor is heaved, we double down the leaf, and for a while at least all effort is over. The old cares are left clustering round the old objects, and at every step, as we proceed,

the slightest circumstance amuses and interests. All is new and strange. We surrender ourselves, and feel once again as children. Like them, we enjoy eagerly; like them, when we fret, we fret only for the moment: and here the resemblance is very remarkable; for if a journey has its pains as well as its pleasures (and there is nothing unmixed in the world), the pains are no sooner over than they are forgotten, while the pleasures live long in the memory.

"Nor is it surely without another advantage. If life be short, not so to many of us are its days and its hours. When the blood slumbers in the veins, how often do we wish that the earth would turn faster on its axis, that the sun would rise and set before it does, and, to escape from the weight of time, how many follies, how many crimes are committed! Men rush on danger, and even on death. Intrigue, play, foreign and domestic broil, such are their resources; and, when these things fail, they destroy themselves.

"Now, in travelling, we multiply events, and innocently. We set out, as it were, on our adventures; and many are those that occur to us, morning, noon, and night. The day we come to a place which we have long heard and read of,—and in Italy we do go continually,—it is an era in our lives; and from that moment the very name calls up a picture. How delightfully, too, does the knowledge flow in upon us, and how fast! Would he who sat in a corner of his library, poring over his books and maps, learn more or so much in the time, as he who, with his eyes and his heart open, is receiving impressions all day long from the things themselves? How accurately do they arrange themselves in our memory,—towns, rivers, mountains; and in what living colours do we recal the dresses, manners, and customs of the people! Our sight is the noblest of all our senses,—‘It fills the mind with most ideas, converses with its objects at the greatest distance, and continues longest in action without being tired.’ Our sight is on the alert when we travel; and its exercise is then so delightful that we forget the profit in the pleasure.

"Like a river that gathers, that refines as it runs,—like a spring that takes its course through some rich vein of mineral,—we improve, and imperceptibly—nor in the head only, but in the heart. Our prejudices leave us one by one. Seas and mountains are no longer our boundaries; we learn to love, and esteem, and admire beyond them. Our benevolence extends itself with our knowledge. And must we not return better citizens than we went? For the more we become acquainted with the institutions of other countries, the more highly must we value our own."—*Samuel Rogers.*

"Even of those who wish to profit by travelling there are many who do not sufficiently consider that, to see and hear with understanding, they should come provided with some other stores besides a purse and a passport; and that one who is unacquainted with the language, history, and geography of the country through which he is passing, is as incapable of gaining information from intercourse with foreigners as if he were deaf or dumb. ‘Necesse est facere sumptum qui quærit lucrum;’ or, as Johnson has well said, ‘A man must carry knowledge with him, if he would bring home knowledge.’”—*J. W.—Quarterly Review.*

"The enjoyment of travelling, like other pleasures, must be purchased at some little expense; and he whose good humour can be ruffled by every petty inconvenience he may chance to encounter had unquestionably better remain at home."—*Captain Hamilton*.

"Travelling may be said to be a state of great pleasure mixed with great annoyance; but by management the former may be much increased, and the latter proportionably diminished.

"Wherever you are, it is good to fall into the customs and habits of the place; for though sometimes they may be a little inconvenient, it is generally much more so to run counter to them. Those who have their own way never succeed but at much greater cost than success is worth."—*Walker's Original*.

"One of the greatest annoyances in travelling is continual exposure to imposition; but this may, by good management, be frequently avoided, either altogether or in part, as by bad management it may be greatly increased.

"My observation tells me there is no preventive against these different kinds of imposition so sure as a certain quiet composed bearing, indicative at once of self-respect, and of consideration for others. I have made many experiments in the matter, under various circumstances, both in this country and abroad, and the result seems to me to be, that by such behaviour you insure greater attention at a lower cost than by any other course; and, having adopted such a course, I think that on the Continent you may still be exposed, when actually travelling, to imposition to the extent of about ten per cent. upon your expenditure, to which, for comfort's sake, and to avoid the chance of being wrong, which frequently happens in small matters, it is wise to submit, without keeping yourself in a constant fever and state of distraction from the objects only worthy of attention."—*Walker's Original*.

The reflections of Tristram Shandy on this head are not to be surpassed:—"Yet, notwithstanding all this, and a pistol tinder-box, which was, moreover, filched from me at Sienna, and twice that I paid five pauls for two hard eggs, once at Radicofani, and a second time at Capua,—I do not think a journey through France or Italy, provided a man keep his temper all the way, so bad a thing as some people would make you believe. There must be *ups* and *downs*, or how the deuce should we get into valleys, where nature spreads so many tables of entertainment? It is nonsense to suppose they will lend you their voitures to be shaken to pieces for nothing; and unless you pay twelve sous for greasing your wheels, how should the poor peasant get butter for his bread? We really expect too much; and for the livre or two above par for your supper and bed, at the most they are but one shilling and ninepence halfpenny. Who would embroil their philosophy for it? For Heaven's sake and your own pay it—pay it with both hands open!"—*Sterne*.

"Not the least important of the requisites for a traveller is the temper in which he should undertake to perform his journey. It is not sufficient for a pleasant excursion on the Continent that he has money enough to meet his expenses. The *comfort* with which an Englishman—who understands the word better than any other—is likely to enjoy an excursion in lands where the language, manners, and customs are so different from his own, will greatly depend upon his carrying with him a ready stock of good temper and forbearance, which have more certain currency than gold in the purchase of civilities and efforts to please. A man will see more, enjoy more, and learn more, by carrying with him his head and heart in good travelling trim, than can be obtained by having his pockets full of letters of credit, without this necessary state of mind and feelings. It is a fact deeply to be regretted, that many vulgar and half-witted Englishmen think, if they leave home with money, they can command anything; that it is mean to be civil, and beneath them to feel grateful for any efforts to oblige them made by those for whose services they pay. The presumption of our countrymen is proverbial on the Continent; fortunately, the exceptions are numerous, and we are spoken of as an unaccountable people, when some men of unquestionable character and fortune display examples of suavity and true gentility which cannot be surpassed on earth; the foreigner is thus puzzled to know how to estimate our national character. It is a vulgar prejudice that all foreigners cheat the English, and that caution is necessary to guard against the constant attempts to overreach them. That some such characters are met with cannot be denied; but those whose rapacity is thus made to characterise a class have been often created by the meanness and prejudices and thoughtless extravagance of the travellers themselves. It is a bad feeling to set out with, that you must be always on your guard. Custom has established certain charges, and any deviation from them is soon detected; but it too often happens that things are demanded by the traveller which are very expensive, or difficult to procure; the charge for these is protested against as extravagant, though the injustice is entirely on the side of the grumbler. Firmness in not paying more than what is customary, unless such extraordinary trouble has been given, will always succeed; and good humour will lower a bill more readily than violence."—*Brookedon*.

"It is particularly desirable to make the necessary arrangements with respect to luggage, passports, &c., a little beforehand, and not to be in a feverish heat and bustle at the last moment, with the chance of forgetting something of importance. Setting out at one's ease is a good omen for the rest of the journey. With respect to luggage I recommend the greatest compactness possible, as being attended with constant and many advantages; and, in general, I think people are rather over-provident in taking more than they want. Avoid being intrusted with sealed letters, or carrying anything contraband, for yourself or others. The necessity for concealment causes a perpetual anxiety, and has a tendency to destroy that openness of manner which is often very serviceable in getting on. Avoid also commissions."—*Walker's Original*.

Jamque ascendebat collem, qui plurimus urbi
Imminet, adversaque aspectat desuper arces.—VIRG.

The quickest mode of acquiring a good idea of any place is to take the earliest opportunity of ascending some tower or eminence, from which there is a commanding view, with some person who can point out the most remarkable objects. If this is followed up by wandering about without a guide, and trusting solely to your own observation, you will be as well acquainted with the localities in a few hours as the generality of travellers would be in a week, or perhaps better, because your impressions will be stronger. I do not mean by this to supersede the employment of guides in sight-seeing, for they are very useful in saving time.

b. LANGUAGE.

The Emperor Charles V. used to say, that in proportion to the number of languages a man knew, he was so many more times a man. No one should think of travelling before he has made some acquaintance with the language of the country he is about to visit. This should be the first, as it is the best, preparation for a journey. It will prove as good as a doubly-filled purse to the traveller—as two pair of eyes and of ears—for, without it, the one pair he possesses is likely to be of little use.

The only other advice which will be here offered to the traveller is, that he should make up his mind beforehand what line of route he proposes to follow, and gain some acquaintance with the country before setting out by perusing the best works descriptive of it; that he should lay in such a stock of good temper and patience as is not likely soon to be exhausted, whatever mishaps may befall him; and that he should divest himself, as soon as possible, of his prejudices, and especially of the idea of the amazing superiority of England above all other countries, in all respects.

c. MONEY—CIRCULAR NOTES.

The safest, most economical, and most convenient mode of carrying large sums (over 50*l.*) abroad, to meet the expenses of a long journey or prolonged residence on the Continent, is in the shape of *Circular Notes*, which may be obtained from Messrs. Herries, Farquhar, and Co.; Coutts and Co.; Sir Claude Scott, Bt., and Co., Cavendish Square; Messrs. Twining, in the Strand, near Temple Bar; the Union Bank; London and Westminster; National Provincial Bank of England, Piccadilly and Bishopsgate Street; and the other chief Banks in London. These notes possess this great advantage over a common letter of credit, that the bearer may receive his money at many different places instead of one fixed spot alone. The traveller, having determined how much money he will require for his journey,* pays in that sum to the banker, and receives in exchange,

* It is difficult, if not impossible, to fix with any approach to exactness the average rate of expenses of a traveller abroad, as it depends so much on his own habits and the extent of his days' journeys, and varies in different countries; but, unless the expenditure be very lavish, 20*s.* to 25*s.* a-day for each individual ought fully to cover the outlay. On a pedestrian excursion in remote situations, the expenses can hardly exceed from 8*s.* to 10*s.* per diem. The cost of living at foreign inns is insignificant compared with that of locomotion, and the latter

without any charge, notes to the same amount, each of the value of 10*l.* or 20*l.* or upwards, together with a general *letter of order*, addressed by the house to its foreign agents, which, while it serves to identify the bearer, also gives him a claim to their good offices, in case he may need them. The letter is addressed to nearly 200 agents and correspondents in different parts of Europe, so that, wherever the traveller may be, he cannot be very far removed from his supplies.

"The value of the notes is reduced into foreign money, at the current usance course of exchange on London, at the time and place of payment, subject to no deduction for *commission*, or to any other charge whatever, unless the payment be required in some particular coin which bears a premium. They are drawn to order, and the traveller will naturally, for his own security, not endorse them till he receives the money; besides which, such cheques are so concerted with the agents as to render a successful forgery of his name very difficult."

Owing to the number of English who now go abroad, these circular letters can no longer be expected to serve as a private letter of introduction; but it is of no slight importance in many cases of difficulty to the stranger, in a strange place, to be able to produce a reference to some person of respectability; and the parties to whom these letters are addressed are usually ready to afford friendly advice and assistance to those who need it.

Tourists not requiring large sums of money will find *English sovereigns* and 5*l. Bank of England notes* serve all ordinary purposes. They are known and taken in almost all parts of Europe at their full value.

If *Circular Notes* are used, it is advisable to take likewise a small supply of English gold, for places where circular notes cannot be cashed. When the stranger requires to change English gold, or any other money, into the current coin of the country in which he is travelling, the best plan is to enquire for some authorised Money-changer (*Geld-wechsler*, *Changeur de monnaies*), who from his profession is necessarily acquainted with the rate of exchange (such persons are to be found in almost every town); and by no means to change them at shops or inns, where, from ignorance or fraud, travellers are liable to be cheated.

Waiters, and clerks of steamboats and railway offices, are too apt to presume upon the traveller's ignorance by depreciating the value of Napoleons and Sovereigns, unless the stranger be aware of the true value, and demand specifically the full amount of change.

A traveller, in changing a circular note, will of course take the money of the country, provided he intends remaining long enough in it to expend the sum taken. In changing circular notes take care that the banker does not give you notes of foreign states, as the traveller will lose upon them in paying them away.

The *best continental gold coins* which persons bound for the Continent can take with them out of England are *Napoleons*. Gold coins, however, are coming into common circulation since the issue by the German Government of 10 and 20-Mark pieces (*Sovereigns*).

will of course be proportionately increased when the traveller proceeds rapidly, making long days' journeys. The above calculation will be near the mark if he travel 70 or 80 English miles a-day; if he limit himself to 40 or 50, the expense will probably not exceed 20*s.* for each person.

For the new coinage for Imperial Germany, see § 28 of Introductory Remarks, Germany.

It is essential to be provided with the *legal money* of the country in which you are travelling, if you would avoid delay or extortion at inns, post-houses, &c. In merely passing through a country, it is expedient to take no more of its coins than are necessary to carry one through it, or loss will be sustained at each exchange.

d. PASSPORTS—*English Passports.*

Passports are no longer insisted on in France, Holland, Belgium, Norway and Sweden, Germany, Italy and Switzerland; but Englishmen are liable to be called on to produce them at times, and they are strongly advised not to travel without this important certificate of identity (indeed it is not prudent to dispense with it). It is always useful at the Post Office, sometimes at the Bankers, and the sight of it will often procure admission to foreign picture galleries and other collections.

For the *Pedestrian*, a passport is at times indispensable, if he would avoid constant annoyance from the Police in remote places.

Regulations respecting Passports.—1. Applications for Foreign-office Passports must be made in writing, and enclosed in a cover addressed to "The Chief Clerk, Foreign-office, London," with the word "Passport" conspicuously written on the cover.

2. The charge on the issue of a Passport, whatever number of persons may be named in it, is 2s.; and if it is desired that the Passport should be sent by post, that sum must be forwarded with the application for the Passport by a Post-office order, made payable at the Post-office, Charing Cross, London, to the Chief Clerk of the Foreign-office, Francis B. Alston, Esq. Postage stamps will not be received in payment.

3. Foreign-office Passports are granted only to British-born subjects, or to such foreigners as have become naturalised, either by Act of Parliament or by a Certificate of Naturalisation granted by the Secretary of State for the Home Department. When the party is a "Naturalised British subject" he will be so designated in his Passport; and if his Certificate of Naturalization be dated subsequently to the 24th of August, 1850, and previously to the 1st of August, 1858, his Passport will be marked as good for one year only; or should the certificate be dated subsequently to the 1st of August, 1858, his Passport will in that case be marked as good for six months only, except in cases where a license for a longer period of residence abroad has been granted by the Secretary of State for the Home Department; but this regulation will not preclude any person whom it affects from obtaining at the Foreign-office, at any future time, on his producing his old Passport, a fresh Passport in exchange for it for a further limited period, without being required to pay a fresh charge. A Foreign-office Passport granted to a British-born subject or to a "Naturalised British subject" who has been naturalised by Act of Parliament, or whose Certificate of Naturalisation is dated previously to the 24th of August, 1850, is not limited in point of

time, but is available for any time, or for any number of journeys to the Continent. Aliens naturalized as British subjects under the Naturalization Act, 1870 (33 Vict. c. 14), will also receive passports unlimited in point of time, but subject to the qualification mentioned in § 7 of the Act.

4. Passports are granted to all persons either known to the Secretary of State or recommended to him by some person who is known to him; or upon the application of any *Banking Firm* established in London or in any part of the United Kingdom; or upon the production of a *Certificate of Identity* signed by any mayor, magistrate, Justice of the Peace, minister of religion, physician, surgeon, solicitor, or notary, resident in the United Kingdom.

5. If the applicant for a Passport be a naturalised British subject, his Certificate of Naturalisation, with his signature subscribed to the oath printed on the third page of it, must be forwarded to the Foreign-office with the Certificate of Identity granted on his behalf; and his Certificate of Naturalisation will be returned with the Passport to the person who may have granted the Certificate of Identity, in order that he may cause such naturalised British subject to sign the Passport in his presence. The agents at the outports are not authorised to grant Passports to naturalised British subjects, and such persons, if resident in London or in the suburbs, should apply *personally* for their Passports at the Foreign-office.

6. Passports are issued at the Foreign-office *between the hours of 11 and 4 on the day following* that on which the application for the Passport has been received at the Foreign-office; but the Passports will be issued at the outports immediately on application, accompanied by the production of a Certificate of Identity, within such hours as may be fixed with regard to the convenience of persons desirous of embarking for the Continent.

7. A Passport cannot be sent by the Foreign-office, or by an agent at an outport, to a person already abroad; such person, being a British-born subject, should apply for one to the nearest British Mission or Consulate. A Passport cannot be issued abroad to a naturalised British subject except for a direct journey to England, or in the case of a Colonial naturalised subject for a journey back to the colony where he has been naturalised. Neither can a Passport granted at the Foreign-office to a naturalised British subject for a limited period be renewed by Her Majesty's diplomatic or consular agents in foreign countries; but only at the Foreign-office.

8. The bearer of every Passport granted by the Foreign-office should sign his Passport as soon as he receives it; without such signature either the *visa* may be refused, or the validity of the Passport questioned abroad. Travellers about to proceed to Russia, Turkey, and Portugal, can have their Passports *visé* at the under-mentioned places respectively; for Russia, at the Russian Consulate, 17, Great Winchester Street; for Turkey, at the Turkish Embassy, 1, Bryanston-square; and for Portugal, at the Portuguese Consulate, 5, Jeffrey-square. Travellers about to proceed to any other country need not obtain the *visa* of the diplomatic or consular agents resident in the United Kingdom.

N.B. Travellers who may have any intention of visiting the Russian

empire at any time in the course of their travels, are particularly and earnestly advised not to quit England without having had their Passports *visé* at the Russian Consulate in London.*

Model form of Certificate of Identity to be written out in full, signed and sealed by the person giving it; and also by the person in whose behalf it is granted.

“(Date of place and day of the month.)

“The undersigned, Mayor of (*Magistrate, Justice of the Peace, Minister, Physician, Surgeon, Solicitor or Notary, as the case may be*), residing at _____ hereby certifies that *A. B. (Christian and surname to be written at length)*, whose signature is written at foot, is { *a British subject*
a naturalized British subject } and requires a Passport to enable him { *to proceed to*
to travel on the Continent } accompanied, as the case may be, by his wife and children, with their tutor, named *C. D. (Christian and surname to be written at length)*, { *a British subject*
a naturalized British subject } and governess, and maid-servant (or servants), and man-servant (or servants), named *E. F., a British subject (or subjects)*, and a courier, named *G. H., a naturalised British subject*.

“(Signed)

“(With the usual signature.)

“(Seal). ”

“Signature of the above-named.”

The utmost care should be taken of the passport, and it should always be carried about the person, in readiness when called for, as every police official abroad is authorized to inspect it. To preserve it from being worn out, it is convenient to have it bound up in a *pocket-book*, with blank leaves to receive signatures when the vacant space on the passport itself is covered.

Though travellers are not now much troubled about their passport, it is useful to have one to show at the Post-office when asking for letters, and the sight of it will procure admission to many foreign galleries and collections.

The different members of a family can have their names included in one passport, but friends travelling together had better provide themselves with distinct passports. Male servants should also have separate passports, distinct from their masters’.

N.B.—The signature which the bearer of a passport must attach to it when it is delivered to him ought to be *written as clearly and distinctly as possible*, that it may be easily read.

* Any information or further explanations will be given by Messrs. *Lee and Carter*, 440, *West Strand*, by Messrs. *Dorrell & Son*, 15, *Charing Cross*, or by *Mr. Stanford*, *Charing Cross*, who supply pocket-cases for passports and other articles useful for travellers.

Austrian Passport.

The signature of an Austrian ambassador or minister is no longer required to the passport of a British subject. The *Austrian dominions* can now be entered without it.

Passports cannot be sent by the Foreign Office to persons already abroad. Such persons should apply to the nearest British mission or consulate.

e. COURIERS.

It is notorious that English servants taken for the first time to the Continent, and ignorant of every language but their own, are worse than useless—they are an encumbrance. The traveller who requires a servant at any rate had better take a foreign one ; but he who speaks the language of the Continent himself, and will submit to the details of the coinage and the post-books, may save himself much expense by dispensing with a servant altogether. Thus the knowledge of language becomes a source of economy. A courier, however, though an expensive luxury, is one which conduces much to the ease and pleasure of travelling, and few who can afford one will forego the advantage of his services. He relieves his master from much fatigue of body and perplexity of mind, in unravelling the difficulties of long bills and foreign moneys, sparing his temper the trials it is likely to endure from disputes with innkeepers, postmasters, and the like. If clever and experienced, and disposed to consult the comfort of his employer, he is a most useful person. Although in these days of railways he is not required to precede the carriage at each stage, to secure relays of post-horses, his duties at the *Railway Station* in taking tickets, booking and attending to the luggage—both departing and arriving—and in securing good seats in the train for his party, are equally important. He must make arrangements for his employer's reception at *inns* where he intends to pass the night ; must secure comfortable rooms, clean and well-aired beds, and order meals to be prepared, fires to be lighted, taking care that his master is called in proper time, and that the post-horses are ordered at the right hour. He ought to have a thorough knowledge of everything that relates to the care of a carriage ; he should examine it at the end of each day's journey to ascertain whether it requires any repairs, which should be executed before setting out ; and it is his fault if any accident occur *en route* from neglect of such precautions. He should superintend the packing and unpacking of the luggage, should know the number of parcels, &c., and be on his guard against leaving anything behind. It falls to the courier to pay innkeepers, postmasters, and postboys, and he ought to take care that his master is not overcharged. Besides this, he performs all the services of waiting and attendance, cleaning and brushing clothes, &c. He ought to write as well as speak the language of the countries he is about to visit, so as to be able to communicate by letter with innkeepers, when it is necessary to bespeak accommodation beforehand ; and he is not perfectly accomplished unless he have a smattering of the art of cookery.

"The faults of many of the couriers who offer their services to travellers are numerous and serious: though the usual wages of 10*l.* a month, to find themselves, be paid them, they live at the cost of the traveller; that is, they pay nothing at the inns; but if this were all, it would be unimportant; the fact is, that they either obtain a regular commission on all bills paid by them to innkeepers, or they demand a gratuity proportioned to the number and stay of their party: this is recharged in some form from the traveller. On the road, if a dishonest courier pay the postilions, he pockets something at each relay, generally from their remuneration, which in the course of a long journey becomes of a serious amount. The author, after having long submitted to systematic and customary peculation until it passed endurance, found, from the hour that he parted with his courier, that the bills at the inns fell above 20 per cent. without previous arrangement; and that the postilions were grateful and pleased for less than the courier said he had paid for their services when they were dissatisfied.

"There are, however, honest couriers; and when their services can be obtained they are truly valuable, especially to those who have never travelled before."—*Brockedon's Roadbook to Naples*.

"It is manifest from the duties of a courier that he has the temptation and opportunity of being dishonest; but so has every servant in whom confidence is placed, and to whom property is intrusted; but it is as repugnant to our feelings, as it is at variance with our experience, to condemn couriers or any other class. There are honest and faithful couriers, who not only protect their employers from the imposition of others, but vigilantly and indefatigably perform their duty in other respects. For the sake of servant and master we advise travellers to settle their courier's accounts regularly and at short intervals, and to examine minutely the book of expenses. We have no hesitation in saying that, especially to a family, a good courier is invaluable in saving time, trouble, money, and loss of temper to his master."—*Dr. S.*

It would greatly improve the relations in which traveller, innkeeper, and courier mutually stand to one another, if the practice were introduced of the master (traveller) paying for his courier as he does for any other servant. At present, though the courier nominally provides for himself at an inn, his board and lodging in reality form an addition to the master's bill.

The usual wages of a courier while travelling are from 10*l.* to 12*l.* a month,—if he be engaged for less than 2 months, he will probably expect 12*l.*; if his services be retained while his master is stationary in a place, he ought not to expect more than 6*l.* supposing his engagement to last for ten or twelve months.

Couriers and travelling servants may be heard of in London at the *Couriers' Union*,* office, 12, Bury Street, St. James's, or at the *United Couriers' Society*, office, 60, Piccadilly, where necessary information may be obtained. There is another society, chiefly of Italians, at 38, Golden Square. Couriers ought on no account to be engaged without producing unexceptionable testimonials as to character, such as would be required of

* Also at Lee's, 440, West Strand, and Dorrell & Son's, 15, Charing Cross.

any other servant. A less expensive, and sometimes very honest, domestic may be found among the Swiss, Piedmontese, and Germans, in Paris, Geneva, and other continental cities, who will be satisfied with 5*l.* a-month wages, but caution must be exercised in receiving such. In some countries of the Continent, such as Norway and Sweden, Russia, Poland, and Hungary, a servant acquainted with their languages is quite essential to a traveller's comfort. In some parts of Germany the French language is useless,

f. CARRIAGE.

The rapid formation and ramifications of railways through all parts of the Continent, in combination with the extension of steam navigation on all the rivers, have operated as an argument *against* taking a carriage from England. With such expeditious and comfortable modes of travelling at command, it is far better for those who study economy at all, to hire vehicles from place to place when required, or for a fixed period, from a foreign coachmaker, than to carry a private carriage for several hundred miles by steamboat or railroad, as a piece of luggage, without deriving any benefit from it,—with the heavy expense of transport by water and land, added to that of conveying it between the railway stations and the inns.

On the other hand, there may occasionally, under special circumstances, be an advantage where four or more persons are travelling together, and for any considerable distance, or a lengthened residence in a foreign city is contemplated, in taking a carriage.

English carriages, especially those made in London, are far more to be depended on than any continental carriage, for ease and durability. An excellent carriage may be hired of a London maker for 10*l.* a month, and, when the journey lasts for three months, at 8*l.* a month. The coachmaker undertakes to defray the cost of all repairs rendered necessary by wear and tear, though not those caused by accidents, while the journey lasts. Care should be taken to be provided with a wrench, linchpins, hook and chain, and a well tempered metal drag.

As a measure of economy, where persons intend to travel post, it is desirable to save the expense of freight in steamboats, sometimes amounting to 10*l.* or 12*l.* to and fro, and of duty in passing through France, as well as to avoid the injury which a vehicle will inevitably sustain from a journey on the Continent. In this case it is expedient either to hire one at the foreign seaport at which the traveller lands, or to purchase one of foreign make.

The travelling carriage should have a *driving seat in front*, since in some countries the expense of one horse may be saved if the postboy drives from the box; if he rides, the postmaster is authorized to add an extra horse for him to ride on, and this even in the case of a britzka holding only two persons.

g. REQUISITES FOR TRAVELLING—LUGGAGE AND DRESS.

The warning cannot be too often repeated, or too emphatically enforced on the traveller, that, if he values money, temper, comfort, and time, he will take with him as little luggage as possible. On the Belgian and German *Railroads* passengers are allowed to retain parcels which are not too large to go under the seat of the carriages; all larger articles are taken from them, and the trouble, time, anxiety, and expense, which are saved by having only a bag which may be thus stowed away and carried in the hand, are incalculable. In cases, however, where the travelling party is large and a good deal of luggage is indispensable, it is a great mistake to distribute it in many small packages. Three large portmanteaus are infinitely better than six small ones: they are more easily found on arrival, more quickly opened at the custom-house, cost the same when you are charged by weight, and of course half when you are charged by package. For men, perhaps nothing is better than the old-fashioned leather portmanteau; eschew all "compendiums" and patent inventions. For ladies, tin cases are now made, or a stout wicker basket, lined inside with oilskin, and outside with tarpaulin, combines lightness with capacity.

Provide yourself with a pair of *shooting-boots* with cloth or leather tops in England, where alone they can be procured good, and with a pair of thin boots for dress. In foreign towns you can supply yourself, for dress, with polished leather shoes, which, being cheap, may be thrown aside when done with. This arrangement will prevent the necessity of loading yourself with a large stock of boots, boot-trees, and boot-cases. *Razors* and *strops* can be had good nowhere out of England: they are conveniently carried in a rolling leather dressing-case. A portable *india-rubber bath*, with a bellows to distend it, packing into the compass of about a foot square, is an immense comfort in summer in a hot and dusty climate.

For the *pedestrian* the *shoes*, or *laced boots*, ought to be double-soled, provided with hobnails, such as are worn in shooting in England, and without iron heels, which are dangerous, and liable to slip in walking over rocks; the weight of a shoe of this kind is counterbalanced by the effectual protection afforded to the feet against sharp rocks and loose stones, which cause contusions, and are a great source of fatigue and pain. They should be so large as not to pinch any part of the foot.

The soles should be made large, not only to afford the feet a firm bearing, but that the projecting edge may protect the feet from blows from large stones, &c. Small screws will be found better than nails, as nails are apt to be knocked out by striking against rocks, and the screws hold together the different layers of the soles, which when thick will often, after being much wetted, separate from each other. The experienced pedestrian never commences a journey with new shoes, but with a pair that have already conformed to the shape of the feet. Cotton stockings cut the feet to pieces on a long walk; in their places, thick knit worsted socks, or cotton stockings with worsted feet, ought invariably to be worn. The sole of the sock or stocking should be well soaped or greased before each long walk. If shoes be worn, gaiters are useful in wet weather to keep the socks clean, at other

times to prevent small stones from falling into the shoes, but they are liable to heat the ankles. It is advisable to travel in woollen trowsers, not in linen, which afford no protection against rain or changes of temperature in mountain regions; those of Tweed stuff are very suitable.

As to costume, the best rule is to choose that which is not conspicuous or unusual—a light loose morning coat for travelling, which will keep off dust and rain: even the English shooting-jacket has of late become familiar to foreigners.

Knapsacks are now made on a much improved plan in England, but the best mode of supporting a weight on the back is still under discussion, and the division of the objects to be carried into two separate packages, balancing each other, seems to be growing in favour. *Portmanteaus* are better in England than anywhere else. *Soap* is indispensable, never being provided in Continental inns. Glycerine tablet is useful to protect the skin of the face from blisters by sun and snow.

A *flask*, to hold brandy or kirschwasser, is necessary on mountain excursions: it should be remembered, however, that spirits ought to be resorted to less as a restorative than as a protection against cold and wet, and to mix with water, which ought never to be drunk cold or unmixed during a walk. The best restorative is tea, and it can be procured good in Holland, and in most of the large towns of Germany.

Cary, optician, 181, Strand, and many others, make excellent pocket *Telescopes*, combining, with a small size, considerable power and an extensive range. Black glass spectacles are the best protection for the eyes against the glare of the sun in a southern climate. Spectacles are almost indispensable in railway travelling, for those who ride in 3rd-class carriages, to protect the eyes from dust and cinders.

A stout leather or canvas bag, to hold silver crown-pieces and dollars;—*polyglot washing-books*, cards, adhesive labels, pieces of parchment or leather for writing directions for the baggage (the managers of public conveyances abroad often *insist* upon each package being addressed before they will take charge of it);—and one or two leather straps, to keep together small parcels, will be found very useful.

h. STEAMBOATS FROM ENGLAND TO HOLLAND, BELGIUM, FRANCE, AND GERMANY.

a. GENERAL STEAM NAVIGATION COMPANY—Offices, 71, Lombard Street, and 37, Regent Circus, Piccadilly.

(Times of starting uncertain: consult Company's Time-tables.)

From St. Katherine's Steam Wharf:—

From London to Rotterdam (20 hrs.), twice a week (Wed. and Sat.).	
,, Ostend (10 hrs.), twice a week (Sun., Tues., and Thurs.).	
,, Antwerp, Tues., Wed., Thurs., and Sat.	
,, Hamburg (37 hrs.), Tues., Thurs., Sat.	
,, Boulogne, in 8 hrs., daily.	
,, Calais, in 8 hrs.	

b. BELGIAN COMPANY.

From London to Antwerp, every Sunday and Wednesday.

c. GREAT EASTERN RAILWAY COMPANY.—*Steamers from Harwich.*

Trains from Liverpool Street Stat. to Harwich at 7.30 p.m.

Steamers to Rotterdam daily, except Sunday, in 14 hours.

To Antwerp (Mon., Wed., and Fri.) in 15 hours, about.

London to Dunkirk, from Fenning's Wharf, 2 or 3 times a week.

d. NETHERLANDS STEAM COMPANY.

London to Rotterdam, Brunswick Wharf, Blackwall, Sat. and Wed.;
from off the Tower, Thurs.

Grimsby to Hamburg, Rotterdam, and Antwerp, *steamers* Wed. and Sat., in connection with Manchester, Sheffield, and Lincolnshire Rly. Fares to Hamburg, £1 10s.; to Rotterdam, £1; to Antwerp, 15s.

*. Berths may be secured in the steamers belonging to the General Steam Navigation Company; but they should be taken some time beforehand.

Registration of Baggage.

Travellers going direct from London to Paris, Brussels, Cologne, &c., and not requiring their baggage on the way, should register it at the Custom-house in the Rly. Stations at London, or Dover, or Folkestone.

Passengers by mail train from Calais or Cologne run the risk of leaving their baggage behind, or of losing the first train after landing, unless their baggage is registered.

Registered baggage cannot be got at on the road, or until it has reached its destination.

i. LANDING ON THE CONTINENT—CUSTOM-HOUSES—COMMISSIONAIRES.

When the steamboat reaches its destined port, the shore is usually beset by a crowd of clamorous agents from the different hotels, each vociferating the name and praises of that for which he is employed, stunning the distracted stranger with their cries, and nearly scratching his face with their proffered cards. The only mode of rescuing himself from these tormentors, who often beset him a dozen at a time, is to make up his mind *beforehand* to what hotel he will go, and to name it at once. The Agent or Commissionaire of the house then steps forward, and the rest fall back, while he takes the new arrival under his protection, extricates him from the throng, and conducts him to his quarters.

Passengers are not allowed to take their baggage on shore with them; it is conveyed at once from the vessel to the Custom-house by the Custom-house porters, who are answerable for the safety of everything. The owner, instead of appearing himself to claim it, had better send his servant, or the Commissionaire of the inn, intrusting him with the keys, in order that he may open and clear each package. This is his usual duty, and the landlord of the inn, who employs him, is answerable for his honesty. Personal attendance at a Custom-house is by no means calculated to put the traveller in good humour. Indeed, it is a severe trial to his patience, first to wait till his turn comes, amidst the elbowing of porters, and next to look on while his well-packed trunk is tossed over "with a cruel, hard-hearted sort of civility which leaves nothing to complain of, and everything to lament." Indeed, the search into the baggage is often more severe in the presence of the traveller, which seems sometimes to give rise to a suspicion of smuggling. He that would keep his temper, and does not grudge a fee of two francs to the Commissionaire, will intrust to him his keys, and, dismissing the care of his baggage from his thoughts, amuse himself for an hour or so, when he will probably find his effects conveyed to his chamber, very often not opened at all, generally only slightly examined.

If, however, the baggage contain any contraband articles, it is advisable to declare them beforehand, and to pay the duty.

"Those who would travel with comfort should be particularly on their guard against rendering themselves liable to detention or penalty at the foreign Custom-houses. They should avoid taking anything which is contraband, either for themselves or for their friends; for it too often happens that travellers on the Continent are meanly solicited to take those things for their friends who are abroad which they dare not send by the public conveyance, thus rendering their travelling friends liable to penalty and punishment. This is more strikingly the case where they are requested to take letters, for which public conveyances are provided: in this case they suffer their friends to run a great risk for the sake of saving the postage. Such conduct is most unpardonable."—*Brockedon*.

k. BRITISH CUSTOM-HOUSE—TRANSMISSION OF GOODS FROM THE CONTINENT.

In England the right of personal search exists only where the Custom-house officer has *good cause* to suspect that contraband goods are concealed about the person. The suspected individual may call upon a justice of the peace, or a comptroller of the Customs, to decide whether the suspicion is well founded. The luggage of passengers by steamboat going to London is now examined on board the vessels between Gravesend and London; while luggage arriving from Ostend, Calais, or Boulogne by the London Chatham and Dover Rly. or the South Eastern Rly. is examined at the Charing Cross or Victoria Stations, but at Folkestone or Dover if by the night service or destined for other stations in London.

Travellers who send works of art, or other valuable property, from the Continent to London, should consign them to the care of an agent at the Custom-house in London, as such articles are frequently injured and need-less expense incurred from want of a person to take charge of them when they arrive, and to see them examined, entered, and properly repacked. The charge is the same whether the goods are so consigned or not.

Messrs. J. & R. McCracken and Co., 38, Queen Street, Cannon Street, E.C., London, are long-established and highly trustworthy agents, and have a very large list of foreign correspondents, especially in Italy. Messrs. Lightly and Simon, 123 Fenchurch Street, may also be mentioned.

For lists of foreign correspondents, see the Advertiser at the end of this volume.

N.B.—Goods must be examined when they arrive in London, therefore packages that are *locked* should have the keys attached.

I. INNS AND INNKEEPERS.

It is the universal custom in Continental hotels to lock the door of your rooms when you go out, and to deposit the keys with the porter in the hall, where a large board will be seen, on which are painted the numbers of all the apartments, each furnished with a hook to hang the key upon. The cards of callers, parcels, and letters, may be delivered to the care of the porter; and purchases made in a town should be addressed with the number of the room.

"Many hotels, on the Rhine and elsewhere, charge a single traveller (who supped in the *salle à manger* and slept one night) a franc for wax candles. This is not to be admitted, unless he have a private sitting-room. I have never paid it, finding it immediately withdrawn on remonstrance. If travellers will not resist, they will be compelled to pay it on the plea of custom; nay, they will be forced to pay for wax candles for their servants!

"It is the interest of every hotel-keeper to supply his guests with information relative to the modes of leaving him: this renders their return more probable."

The characters of inns, good and bad, inserted in the Handbook, are given either from personal knowledge or upon unexceptionable authority of travellers whose names and residences are known to the Editor. Where the objections stated in this book no longer exist, and where a positive improvement has taken place, the Editor is always ready to listen to respectable and well-authenticated testimony, and to remove in future editions the condemnatory epithets or passages. Thus he hopes to stimulate to exertion and amendment, to protect travellers from neglect and imposition, and to do justice to deserving innkeepers.

m. ENGLISH CHURCH ON THE CONTINENT.

An interesting and useful little book has been published by the Messrs. Rivington, in Waterloo Place, giving "An Account of the Foreign Settlements of the English Church, including a Notice of the Times of Service, and other information useful to Travellers and Foreign Residents." It will be seen that there is an English clergyman and congregation in very many of the principal towns included in this Handbook. Most of these ministers officiate under a licence from the Bishop of London. In one or two cases they derive a portion of their income from an allowance made by the home or some foreign government; but, except in these cases, the income of the minister, and the funds necessary for the services of the church, and for obtaining a place for public worship, are dependent upon the voluntary payments of English residents and travellers.

7. A FEW SKELETON TOURS UPON THE CONTINENT;

WITH AN APPROXIMATE STATEMENT OF THE TIME REQUIRED TO TRAVEL FROM PLACE TO PLACE, AND OF THE DURATION OF THE HALTS TO BE MADE AT THE MOST REMARKABLE SPOTS.

. The first Column denotes the Hours or Days actually occupied in Travelling, not including stoppages at night. The second Column gives the probable duration of the Halts to be made for sight-seeing. The brackets [] denote side excursions, which may be omitted if time require it.

A.—TOUR THROUGH HOLLAND.

About a Fortnight or three Weeks.

	Hours in Travelling.	Days of Sojourn.
From London to Rotterdam 25 hrs., or by Harwich	20	1
Delft	—	1
Hague	—	2
Leiden	1	1
Haarlem	1	1
Amsterdam } Rail	3	1
Alkmaar } .	—	—
Helder } .	—	—
Medemblick	9	—
Broek	8	—
Saardam	2	—
Amsterdam	1	2 or 3
Utrecht	1½	1
Arnhem	1½	—
Nijmegen	2	—
Rotterdam	8	—
(By steam-boat.)		

B. — LONDON TO THE BORDERS OF SWITZERLAND, THROUGH BELGIUM AND UP THE RHINE.

A Tour of about six weeks, allowing ample time to see all that is most remarkable by the way.

	Hours in Travelling.	Days of Sojourn.
London to Ostend by Dover	8	—
Bruges	1½	1
Ghent	1	1 or 2
Antwerp	1½	2 or 3
Mechlin	1	1
Brussels	—	—
Waterloo	—	—
Namur or Huy } Rail	6	—

[Excursion to Dinant and back, 10 hrs.]

	Hours in Travelling.	Days of Sojourn.
Liège	4	1
[Spa]	1½	1
Aix-la-Chapelle } rail.	2	1 or 2
Cologne	2	1
[Altenberg and back]	6	—
Bonn, and	1	1
Godesberg	1	1
[Lake of Laach]	9	—
Coblenz	1½	2
St. Goar	—	—
Bacharach	—	—
Bingen	—	—
Rüdesheim	—	1
Mayence	—	1
[Wiesbaden]	—	1
Frankfurt	1½	2
Darmstadt	—	—
[Odenwald]	2	1
Heidelberg	1½	1 or 2
Carlsruhe	1½	1
Baden	1	3
Strasburg (Kehl.) } rail.	1½	1
Freiburg	2½	1
Schaffhausen	12	—

The excursions through Switzerland are given in HANDBOOK FOR SWITZERLAND.

Return from Switzerland to London via Paris.

	Hours.
Basle to Strasburg (Rail.)	4½
Strasburg to Paris	13½
Paris to London	11

C. — A TOUR OF ABOUT 45 DAYS
THROUGH BELGIUM, RHENISH
PRUSSIA, AND NASSAU.

	Hours in Travelling.	Nights to be passed.
By Steamboat from London to		
Ostend	10	*
Bruges		*
Ghent } Rail.	3	**
Brussels } Rail.		**
Waterloo }	4	*
Namur }		
Huy } Rail.	2½	*
Liège } Rail.	1½	*
Spa	5	*
Malmédi	9	***
Trèves	12 to	**
Descent of Moselle to }	15	**
Coblentz }		
St. Goar } Rail, but steamer better.	2	*
Bacharach }		*
Bingen }		*
Mayence }	1½	**
Frankfurt } Rail.	1½	*
Wiesbaden }		*
Schwalbach	2	*
Ems	4	*
Coblentz	1½	*
Andernach (Rail)		*
[Excursion to Laacher-See, 1 day]		
Remagen (Rail)	1½	0
[Excursion up the Ahr]	10	*
Godesberg (Rail)	1½	**
[Excursion to Friesdorf]	2	
— Drachenfels	6	
— Heisterbach	5½	
Bonn	1½	*
Cologne		**
Aix-la-Chapelle } Rail.	8½	*
Liège }		*
Louvain }		*
Malines }		*
Antwerp }		*
London (by Steamer)	25	*

Distances in Eng. miles from London to Frankfurt, by Rotterdam, Antwerp, and Ostend.

	Miles.
London to Brielle	180
Brielle to Rotterdam	20
—	200
Or by Harwich, Rly. Rotterdam, Steam.	
Rotterdam to Emmerich	87
— to Hague	13
— to Amsterdam	50
Emmerich to Düsseldorf	48
Düsseldorf to Cologne	22½
— to Elberfeld,	16
Cologne to Bonn	18
Bonn to Coblenz	40
—	80½
Coblenz to Boppard	14½
Boppard to Caub	16½
Caub to Bingen	11½
Bingen to Biebrich	14½
Biebrich to Wiesbaden	3½
— to Mayence	6
Mayence to Frankfurt	21
— to Mannheim	42½
—	541½
London to Cologne, the direct route, by Antwerp, Aerschot, Maestricht, Aix.	
London to Flushing	163
Flushing to Antwerp	66
—	229
Antwerp to Maestricht	
Maestricht to Aix-la-Chapelle	34
Aix-la-Chapelle	
— to Cologne }	45
—	381
London to Ostend	136
Ostend to Ghent	44½
— to Brussels	80½
— to Liège	160
—	296

D.—LONDON TO COLOGNE, FRANKFURT, AND BASLE, BY DOVER AND CALAIS.

(By Steam all the way.)

By avoiding all stoppages, except to sleep at night, it is possible to reach Frankfurt on the 3rd night from London.

	Hours in going.	
London to Dover	2	} About 22 hours.
Calais	2	
Lille	2½	
Ghent	3	
Malines	1½	
Liège	2½	
Verviers	1½	
Aix-la-Chapelle	1	
Cologne	1½	
Coblenz	2	
Mayence	2½	
Frankfurt (Rail)	1½	
Basle (Rail)	8½	

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E.—LONDON TO TRIESTE, BY BERLIN, LEIPZIG, DRESDEN, PRAGUE, AND VIENNA.

	Hours.	
London to		} Rail.
Ostend by Dover	8	
Aix-la-Chapelle	7	
Ruhrort	3½	
Minden	5½	
Hanover	2½	
Magdeburg	3½	
Berlin	3½	
Dresden	5½	
Prague	5	
Vienna	12½	
Trieste	22	

Another Route is, London to

Hamburg by steamer	52
[Magdeburg	7½
Berlin	7
Dresden	5½

71½

Berlin is connected with Vienna by 2 lines of railway. The one by Dresden and Prague, as above, 24½ hrs. The other takes 23½ hrs., viz.—

Breslau	10½
Ratibor	4
Vienna	9

23½

F.—LONDON TO MUNICH, SALZBURG, AND VIENNA.

	Hours in Travelling.	Days of Sojourn.
To Frankfurt	31	} 12 or 14, as in B.
Heidelberg (Rail)	3½	
Bruchsal	¾	
Stuttgart	2½	1
Ulm	3	1
Augsburg	7½	½
Munich	1½	} several weeks.
Salzburg	5	
Hallein	} excur- sions.	} 4 or 5 days.
Berchtesgaden		
Ischl	6½	4
Traunsee and Fall	} 12	} 1
Linz		
By Danube to Vienna	9	—
Or by Rail	2	—

G.—LONDON TO SALZBURG AND MUNICH, BY WÜRZBURG, NUREMBERG, AND THE DANUBE.

	Hours in Travelling.	Days of Sojourn.
To Frankfurt, as in D	31	
Würzburg	3½	1
Nuremberg	5	2
Ratisbon	3	1
Linz } by steamdown	12	—
Vienna } the Danube	9	—
or by Rail	6.40	
From Linz to the Falls of the Traun, the Lake of Gmun- den, and Ischl	12	3 or 4
Salzburg	} as in F.	
Munich		
Heidelberg		
England by the Rhine as in B.		

H.—LONDON TO DRESDEN, THE SAXON SWITZERLAND, AND BOHEMIAN BATHS.

	Hours in Travelling.	Days of Sojourn.
To Frankfurt as in D.	31	
Cassel		—
Eisenach	} Rail.	7
Gotha		
Erfurt		
Weimar		
Leipzig		
Dresden (Rail)	3½	

	Hours in Travelling.	Days of Sojourn.
[Excursion to Saxon Switzerland.]		
Teplitz	8	1
Carlsbad	13	1
Prague	17	3
Vienna	15	—
Or from Prague to Linz	28½	—

I.—ANOTHER ROUTE FROM DRESDEN.

	Hrs. in Travelling.	Days of Sojourn.
Dresden		
[Excursion to Saxon Switzerland, 3 or 4 days.]		
Herrnhut and Zittau (Rail)	3½	—
[Excursion to the Riesengebirge and thence to Prague, 4 or 5 days.]		
Prague	—	3
Carlsbad	13	1
Marienbad	5	1
Eger and Franzensbad	3	1
Alexandersbad	4	½
[Excursion to the Fichtelgebirge and thence to Bai-reuth, 2 or 3 days.]		
[Excursion to Franconian Switzerland and thence to Bamberg, 3 days.]		
Bamberg	—	1
Kissingen and Brück- enau	8	2
Frankfurt	8	—

K.—SKETCH OF A SECOND TOUR IN THE NEIGHBOURHOOD OF THE RHINE BY LESS FREQUENTED ROUTES, INTENDED FOR SUCH AS ARE ALREADY ACQUAINTED WITH ROUTES A and B.

	Hours in Travelling.	Days of Sojourn.
London to Calais	4	—
Ypres	6	—
Tournay	2½	—
Mons	2½	—
Namur	3	—
Dinant	3	—
Luxemburg	5	—
Trèves	4	1 or 2
Descent of Moselle to Coblenz	12	—
Excursions	—	2

	Hours in Travelling.	Days of Sojourn.
Bingen (Rail)	1½	—
Kreuznach and Ober- stein	2	—
Alzei and Mont Ton- nerre	6	—
Kaiserslautern	8	—
Landstuhl		
Dürkheim		
Landau	8	—
Annweiler and back	1	½
Spire	4	½
Carlsruhe	2½	} as in B.
Strasburg	2½	
Ban de la Roche and back	2 days.	—
Over the Kniebis to Tübingen	12 hours.	—
Stuttgart	3	3
Heilbronn	2	6½
Descent of Neckar	8	—
Erbach, in the Oden- wald	8	—
Frankfurt	8	—
Taunus Mountains to Limburg	8	1½
Siegburg	11	—
Cologne	3	—

L.—PARIS TO ST. PETERSBURG IN 7 DAYS.

Paris to Cologne	12 hrs.
Hamburg	26
Lübeck	3
St. Petersburg by steam, 60 to 70 hours.	

M.—What may be done in THREE WEEKS, travelling by public conveyance, and now and then at night, and halting on Sundays.

Days.	Hours in Travelling.
1 London to Ostend, by Dover	7
2 { Bruges	1
{ Ghent	1
3 { Ghent	—
{ Antwerp	6
4 Antwerp	—
5 { Antwerp	—
{ Brussels	1½
6 Brussels and Waterloo	—
7 By Charleroi and the Meuse to Liège—Rail	11

Days.		Hours in Travelling.
8	Aix-la-Chapelle } — to Cologne } Rail.	4 4
9	Cologne . . . } Coblenz . . . }	— 6
10	Coblenz, Ehrenbreitstein, &c.	—
11	St. Goar (rail or river) . . .	6
12	To Rüdesheim, seeing Rheinstein and the Niederwald.	12
13	To Wiesbaden } Rail	4
14	To Frankfurt }	2
15	To Heidelberg (Rail)	3
16	Heidelberg	—
17	To Mannheim	1½
18	By steam to Cologne	14
19	Railroad to Ostend	13
20	Ostend to London	9

Four days more would enable the traveller to include Baden and Strasburg.

This route here laid down would give a traveller the opportunity of seeing several most interesting cities and much fine scenery—though of course they could not be explored thoroughly in such a flying visit. A great many of our countrymen, having no fixed plan to travel by, seem only to calculate how far from home they can go in a limited time, and are contented with what they can see from the deck of the steamer and the window of the Train. They would be much more gratified were they to portion out their time somewhat in the manner indicated above.

N.—LONDON TO MILAN BY STRASBURG AND THE SPLÜGEN PASS.

	Hours in Travelling.	Days of Sojourn.
To Paris	11	2
Basle (Rail)	13½	—
Zürich (Rail)	3½	—
Coire (across the lakes of Zürich and Wallenstadt)	8	—
Splügen	7	—
Milan	16	—

59 hours.

From Paris to Milan, by Lucerne and the St. Gothard, takes 46 hrs. travelling. By Mont Cenis (railroad all the way) to Turin in 35 hours.

O.—LONDON TO NAPLES.

Hours on the way.

To Paris by Folkestone and Boulogne.			11
Chalons-sur-Saone	} Rail.	}	19½
Lyons			
Avignon			
Marseilles			
Genoa	} by steam; inclusive of delays at the ports.	}	30
Leghorn			24
Civita Vecchia			24
Naples			25

This journey is practicable in 4½ days by the direct Boats from Marseilles, only stopping at Civita Vecchia.

P.—LONDON TO CONSTANTINOPLE AND ATHENS, DOWN THE DANUBE.

Days in Travelling.

London to Frankfurt by Ostend and Cologne . .	1½
Frankfurt to Ratisbon . .	1½
Ratisbon by steam down the Danube to Vienna . . .	2
Vienna to	
Pest 1 day	1st
Orsova 2½	4th
Galatz 3	7th
Constantinople 2½	10th
Constantinople to	

Smyrna, by steam every week.

Athens, every week.

The most agreeable way of reaching Constantinople or Athens is by the Austrian Lloyd Steamers from Trieste. Steamers leave Trieste—for Constantinople, by way of Corfu, Syra, Smyrna, &c., every Thursday—for Athens, by Ancona, Brindisi, Corfu, Patras, Lutraki, and by carriages across the Isthmus to Calimaki.

TIME REQUIRED IN TRAVELLING FROM LONDON TO THE PRINCIPAL PLACES
ON THE CONTINENT.

(Exclusive of delays in waiting for public conveyance, steamers, &c.)

Antwerp steamer from London	15 hours
—— rail to Dover, by Calais and Gand	15 "
—— steamer to Ostend	15 "
Amsterdam <i>viâ</i> Rotterdam	21 "
Ancona <i>viâ</i> Paris and Turin	58 "
Bâle by Paris and Strasburg (or Mulhouse)	24 "
—— by Cologne and the Rhine	44 "
Bayonne by Paris rail	28 "
Belgrade	{ 6 days
Constantinople	
—— by Pest (railway), and thence down the Danube	12 "
Berlin by Cologne and Minden	32 hours
—— by Rotterdam, Oberhausen, and Minden	30 "
—— by Rotterdam, Utrecht, Zutphen, Salzbergen, and Hanover	28 "
—— by Hamburg	61 "
Brindisi <i>viâ</i> Turin and Mt. Cenis	65 "
Brussels by Calais or Ostend	14 "
Cologne <i>viâ</i> Calais, or Ostend, or Rotterdam	20 "
—— by Antwerp, Aerschot, Maestricht, and Aix	18 "
—— to Berlin by Elberfeld	12 "
Copenhagen	24 days
Como by Bâle and St. Gothard	60 hours
Cracow by Breslau (railway)	3 days
Dresden by Rotterdam, Oberhausen, and Leipsig	40 to 42 hours
Florence by Paris, Mt. Cenis, and Turin	72 "
Frankfurt-on-the-Main by Cologne	30 to 36 "
Geneva by Paris and Mâcon	26 "
—— by Neuchatel	23 "
Hanover by Cologne or Rotterdam	26 to 27 "
—— by Hamburg	48 "
Interlachen by Bâle and Berne	44 "
Leipsic by Cologne or Rotterdam	36 "
Leghorn by Marseilles	72 to 82 "
Lyons by Paris	20 "
Madrid by Paris and Bayonne (railway)	52 "
Marseilles by Paris and Lyons (<i>Exp.</i> railway)	26 to 28 "
Milan by Macon, Geneva, and Mount Cenis	34 days
—— by Zürich and the Splügen	24 "
Munich by Frankfurt, Würzburg, and Augsburg	45 hours
—— by Paris, Strasburg, and Stuttgart	35 "
Naples by Marseilles	44 days
Paris by Folkestone and Boulogne	10 hours
Paris by Brighton, Dieppe, and Rouen	12 "
Pest by Dresden and Vienna (railway)	70 "
Rome by Marseilles	34 days
Stockholm	4 or 5 "
Strasburg by Paris	22 hours
St. Petersburg by Berlin and Dunabourg	5 days
—— by Lübeck	6 or 7 "
Trieste by Dresden and Vienna, 4 days and nights	82 hours

Turin by Paris, and Mont Cénis, rail all the way	2 days
Venice by Dresden, Vienna, and Trieste	4 $\frac{3}{4}$ days
— by Munich and the Tyrol. Brenner Pass	5 "
— by Mont Cénis, Turin, and Milan	2 $\frac{1}{2}$ "
— by Zürich, the Splügen, and Milan	2 $\frac{1}{2}$ "
Vienna by Frankfurt and Ratisbon, and thence down the Danube	97 hours
— by Cologne, Magdeburg, and Dresden (railway)	60 "
— by Paris, Strasburg, Munich, Salzburg [<i>Exp. 50.</i>]	60 "
Warsaw by Breslau (railway)	3 $\frac{1}{2}$ days

	Hours.
Paris to Cologne	11
— to Berlin	24
— to Milan	36
— to Venice	51
— to Florence	56
— to Turin	35

	Hours.
Paris to Genoa	38
— to Königsberg	43
— to St. Petersburg	100
Berlin to Vienna	20
— to St. Petersburg	43

* * * Those among the above routes which belong to Southern Germany are described in that Handbook. The Swiss routes will be found in the **HANDBOOK FOR SWITZERLAND.**

o. MONEY TABLE.

English Money.			France. Belgium. Switzerland. Italy.		United States.		N. German Imperial Currency.			South Germany.	
£	s.	d.	Fr.	Ita.	Dols.	Cts.	Mks.	Gm.	Pfg.	Th.	S. Gr.
0	0	1	0	10 ¹ / ₃	0	02	0	0	8 ¹ / ₂	0	0 ¹ / ₂
0	0	2	0	23 ¹ / ₃	0	04	0	1	7	0	1 ¹ / ₂
0	0	3	0	31 ¹ / ₃	0	06	0	2	5 ¹ / ₂	0	2 ¹ / ₂
0	0	4	0	41 ¹ / ₃	0	08	0	3	4	0	3 ¹ / ₂
0	0	5	0	52 ¹ / ₃	0	10	0	4	2 ¹ / ₂	0	4 ¹ / ₂
0	0	6	0	62 ¹ / ₃	0	12	0	5	1	0	5
0	0	7	0	72 ¹ / ₃	0	14	0	5	9 ¹ / ₂	0	5 ¹ / ₂
0	0	8	0	83 ¹ / ₃	0	16	0	6	8	0	6 ¹ / ₂
0	0	9	0	93 ¹ / ₃	0	18	0	7	1 ¹ / ₂	0	7 ¹ / ₂
0	0	10	1	4 ¹ / ₃	0	20	0	8	5	0	8 ¹ / ₂
0	0	11	1	14 ¹ / ₃	0	22	0	9	3 ¹ / ₂	0	9 ¹ / ₂
0	1	0	1	25	0	24	1	0	2	0	10
0	2	0	2	50	0	49	2	0	4	0	20
0	3	0	3	75	0	73	3	0	6	1	45
0	4	0	5	0	0	97	4	0	8	1	10
0	5	0	6	25	1	21	5	1	0	1	20
0	6	0	7	50	1	46	6	1	2	2	0
0	7	0	8	75	1	70	7	1	4	2	10
0	8	0	10	0	1	94	8	1	6	2	20
0	9	0	11	25	2	18	9	1	8	3	0
0	10	0	12	50	2	43	10	2	1	3	10
0	11	0	13	75	2	67	11	2	3	3	20
0	12	0	15	0	2	91	12	2	5	4	0
0	13	0	16	25	3	16	13	2	7	4	10
0	14	0	17	50	3	40	14	2	8	4	20
0	15	0	18	75	3	64	15	3	0	5	0
0	16	0	20	0	3	88	16	3	2	5	10
0	17	0	21	25	4	13	17	3	4	5	20
0	18	0	22	50	4	37	18	3	6	6	0
0	19	0	23	75	4	61	19	3	8	6	10
1	0	0	25	0	4	86	20	4	2	6	20
2	0	0	50	0	9	71	40	8	4	13	10
3	0	0	75	0	14	57	61	2	6	20	0
4	0	0	100	0	19	42	81	6	8	26	20
5	0	0	125	0	24	28	102	1	2	33	10
6	0	0	150	0	29	13	122	5	4	40	0
7	0	0	175	0	33	99	142	9	6	46	20
8	0	0	200	0	38	84	163	3	8	53	10
9	0	0	225	0	43	70	183	8	0	60	0
10	0	0	250	0	48	56	204	2	5	66	20
20	0	0	500	0	97	11	408	5	0	133	10
30	0	0	750	0	145	67	612	7	5	200	0
40	0	0	1000	0	194	22	817	0	0	266	20
50	0	0	1250	0	242	78	1021	2	5	333	10

ABBREVIATIONS, &c., USED IN THE HANDBOOK.

The points of the Compass are marked simply by the letters N. S. E. W.

(*rt.*) right, (*l.*) left. The right bank of a river is that which lies on the right hand of a person whose back is turned towards the source, or the quarter from which the current descends.

m. = mile; Rte. = Route; Stat. = Railway Station.

Eng. Ch. Service = English Church Service.

An asterisk (*) to call attention of travellers to objects of note, Inns deserving commendation, and the like.

When miles are spoken of without any descriptive epithet, English statute miles are to be understood.

The names of inns precede the description of every place (often in a parenthesis), because the first information needed by a traveller is where to lodge. The best inns, as far as they can be determined, are placed first.

Instead of designating a town by the vague words "large" or "small," the amount of the population, according to the latest census, is almost invariably stated, as presenting a more exact scale of the importance and size of the place.

In order to avoid repetition, the Routes through the larger states of Europe are preceded by a chapter of preliminary information; and, to facilitate reference to it, each division or paragraph is separately numbered.

Every Route has a number, corresponding with the figures attached to the Route on the Map, which thus serves as an index to the Book; at the same time that it presents a *tolerably* exact view of the great high roads of Europe, and of the course of public conveyances.

A HANDBOOK

FOR

TRAVELLERS IN HOLLAND AND BELGIUM.

SECTION I.

HOLLAND, or THE NETHERLANDS.

INTRODUCTORY INFORMATION.

- § 1. *Passports.*—2. *Money.*—3. *Custom-house.*—4. *Travelling in Holland: Railroads, Posting, Diligences, Roads, Maps.*—5. *Travelling by Water; Trekschuiten.*—6. *Drinking Water.*—7. *Inns.*—8. *General View of Holland.*—9. *Dykes.*—10. *Canals.*—11. *Polders, Turbaries, and Peat.*—12. *Dunes.*—13. *Gardens and Summer-houses.*—14. *Dutch School of Painting; Picture Galleries in Holland.*—15. *Some Peculiarities in Dutch Manners.*—16. *Music; Organs.*—17. *Agriculture.*

ROUTES.

(In the Table of Contents throughout this book the names of places are printed in *italics* only in those Routes where they are described.)

ROUTE	PAGE	ROUTE	PAGE
1. London to <i>Rotterdam</i>	24	9. <i>Arnhem</i> to <i>Zutphen</i> , <i>Deventer</i> , and <i>Zwolle</i> —Rail	78
2. <i>Rotterdam</i> to <i>Amsterdam</i> , by <i>Delft</i> , the <i>Hague</i> , <i>Leiden</i> , and <i>Haarlem</i> —Rail (<i>Hollandsche Spoorweg</i>)	28	10. <i>Rotterdam</i> to <i>Gouda</i> , <i>Utrecht</i> , <i>Arnhem</i> , <i>Zutphen</i> , <i>Salzbergen</i> , <i>Hanover</i> , <i>Berlin</i> , and <i>N. Germany</i> —Rail	79
3. <i>Amsterdam</i> to <i>Broek</i> , and the <i>Great North Holland Ship Canal</i> . <i>Amsterdam</i> to <i>Zaandam</i>	58	11. THE RHINE IN HOLLAND (A) (a) <i>Rotterdam</i> to <i>Nijmegen</i> by <i>Dort</i> and the <i>Waal</i> branch	82
4. <i>Haarlem</i> to the <i>Helder</i> , by <i>Alkmaar</i> and <i>Het Nieuwe Diep</i> , and back to <i>Amsterdam</i> —Rail	62	(b) <i>Rotterdam</i> to <i>Arnhem</i> by the <i>Lek</i> branch	84
5. <i>Amsterdam</i> to <i>Cologne</i> , by <i>Utrecht</i> and <i>Arnhem</i> [<i>Nijmegen</i>], by <i>Cleves</i> , or by <i>Oberhausen</i>	68	12. <i>Rotterdam</i> to <i>Antwerp</i> , by <i>Moerdijk</i> [<i>Breda</i>], (Railway) (<i>Bois le Duc</i> , <i>Tilburg</i>) or by <i>Steamer</i> , passing <i>Bergen-op-Zoom</i>	86
6. <i>Amsterdam</i> to <i>Zwolle</i> and <i>Kampen</i> , by <i>Utrecht</i> and <i>Amersfoort</i> . RAIL	72	12A. <i>Roosendaal Stat.</i> to <i>Bergen-op-Zoom</i> , <i>Goes</i> , <i>Middelburg</i> , and <i>Flushing</i>	88
7. <i>Amsterdam</i> to <i>Harlingen</i> (by <i>Steamer</i>), <i>Leeuwarden</i> (Rail), <i>Groningen</i> , <i>Assen</i> , and <i>Meppel</i>	73	13. <i>Utrecht</i> to <i>Kuilenberg</i> , <i>Hertogenbosch</i> (<i>Bois-le-Duc</i>) to <i>Eindhoven</i> , <i>Venlo</i> , <i>Roermond</i> , and <i>Maestricht</i>	89
7A. <i>Amsterdam</i> to <i>Zwolle</i> and <i>Leeuwarden</i> by <i>Meppel</i> . The <i>Pauper Colonies</i>	75	N.B.—The <i>Rhine</i> from <i>Nijmegen</i> to <i>Cologne</i> and <i>Mainz</i> is described under <i>Germany</i> .	
8. <i>Groningen</i> to <i>Emden</i> , <i>Leer</i> , and <i>Rheine</i>	77		

§ 1. PASSPORTS.

Passports are not required for British subjects travelling in Holland; but see *Introd. (d.)*

§ 2. MONEY.

Accounts are kept in guilders and cents.

The guilder, or Dutch florin, is worth 1s. 8d. English. It is divided into 20 stuivers, and into 100 cents: 1 stuiver = 5 cents, is worth 1 penny English.

		Cents.	Stuivers.	s.	d.
Silver Coins.	The guilder (or Dutch florin) = Germ. florin	= 100	= 20	= 1	8
	$\frac{1}{2}$ guilder	= 50	= 10	= 0	10
	$\frac{1}{4}$ guilder (called Vijfjes or Quartjes)	= 25	= 5	= 0	5
	$\frac{1}{10}$ guilder or dubbeltje	= 10	= 2	= 0	2
	Stuiver or $\frac{1}{20}$ guilder	= 5	= 1	= 0	1
	Rixdollar (Rijksdaalder) = $2\frac{1}{2}$ guilders	= 250	= 50	= 4	2
Paper Money.	Munt-Biljet (Mint-notes) of 10, 50, and 100 guilders.				
	Bank-Biljet (Bank-notes) of 25, 40, 60, 100, 200, 300, 500, and 1000 guilders.				

By the above table it will be seen that, at par, the sovereign is worth 12 guilders; the average exchange, however, is not more than 11 guilders 70 cents.

The difference between cents and centimes should be borne in mind. Cent, a Dutch coin, is the $\frac{1}{100}$ of a guilder, or of 1s. 8d. Centime, a French coin, is the $\frac{1}{100}$ part of a franc, or of 10d. The cent is equal to 2 centimes, and is worth $\frac{1}{2}$ of a penny English. The guilder is worth 2 French francs 5 sous, and is the same as the German florin (24 to the mark of silver).

Travellers should provide themselves with Dutch money at Rotterdam, or at the first town of Holland they enter, as French coins are not current here as they are in Belgium. The new Dutch coins are current in Belgium, and up the Rhine as far as Cologne.

Gold coinage in pieces of 10 and 5 florins, worth 16s. 8d. and 8s. 4d. English.

3. CUSTOM-HOUSE.

The Dutch custom-house officers are usually civil, and by no means troublesome in examining the baggage of persons not travelling with merchandise. A small fee here, as elsewhere, to the subordinate officer may expedite and tend to lighten the search in the traveller's portmanteau, but civility and a readiness to lay open the baggage is better still.

§ 4. TRAVELLING IN HOLLAND—RAILROADS, DILIGENCES, ROADS, AND MAPS.

The English and French languages are generally understood at the best inns and by the inhabitants of the principal Dutch towns. Let the stranger, however, be on his guard against the voluntary guides and hotel-touters who infest railway stations, steamboat wharves, &c. They are, for the most part, *consummate blackguards* (many are Jews), and will at least fleece the traveller, if they do not lead him into disreputable places. *The Inns which they recommend should be carefully avoided.*

Railroads.—1. Hollandsche IJzeren-spoorweg. Rotterdam to the Hague, Leiden, Haarlem, and Helder to Amsterdam.

2. Nederlandsche Rhiijn-spoorweg (Dutch-Rhenish). Rotterdam *via* Gouda, to Amsterdam, Arnhem, and Emmerich.

3. Centraal-spoorweg. Utrecht to Zwolle.

4. Staats-spoorwegen. Harlingen to Groningen, Arnhem to Salzbergen, Bergen-op-Zoom to Roosendaal. Rotterdam to Eindhoven, Venlo, Maastricht, and Liège.

The best time-tables are the 'Officieele Reisgids voor Nederland,' price 20 cents, with map.

The Dutch railways are generally well managed, and the station-houses well arranged. On Sundays the return tickets are at reduced prices. 2nd-class carriages are protected from the weather. Carriages for non-smokers are marked "Niet Roken." *Vigilantes* (cabs) and *omnibuses* ply to and from the stations. Travellers, however, must be on their guard against Dutch cabmen, who generally make an extortionate demand, and should be made to produce their tariff (*tarief*), which they often remove from sight when strangers hire their cabs. The porters on the Dutch railways are not by law entitled to any gratuity.

On the Dutch railways only 40 lbs. of *luggage* allowed; all above this must be paid for.

The lines from Rotterdam to Amsterdam deserve the attention of the engineer, from the number of canals which they have to cross, which presented considerable difficulties, overcome by ingenious expedients, such as rolling and swing bridges. A large part of the lines is founded on piles, often under water, and the roadway is laid on faggots bound together by stakes and wattles.

Posting in the Netherlands is matter of private enterprise. Job carriages and horses can be hired in the large towns, as in England, but in such cases, as there are no Government regulations, a bargain must be struck beforehand, according to the distance. The charge per post for 2 horses and driver ought not to exceed 2 guilders.

The Dutch *post* is somewhat less than 5 English miles. The Dutch league ("uren gaans," or the distance a man will walk in an hour) is 5555 mètres = $3\frac{1}{2}$ English miles.

Diligences.—On all the great roads which have no competing railroad, numerous *diligences* run several times a-day. They are very precise in the time of starting. They belong to private individuals or companies licensed by Government. The best are those of Van Gend and Loos; they are roomy and convenient, and travel at the rate of about 6 miles an hour. If more persons apply for places than can be accommodated in the coach, an additional carriage, or "by-chaise," is prepared, by which the passenger may proceed at the same rate of fare as by the main diligence.

A job carriage (*glaze wagen*) with 2 horses may be hired for 14 guilders per diem. The average expense of a hired carriage and horses is about one-fourth less than in England.

Roads.—The high roads connecting the principal towns and villages of N. and S. Holland are generally paved with bricks, and are excellent. The cross roads consist merely of loose sand, and are wretchedly bad, and in wet weather barely passable. There are no stones in a large part of Holland; but the want of stones is supplied by a small and tough kind of brick called *klinker*, which, after the foundation of the road is levelled, are placed edgewise close together, and the interstices filled with sand, so as to form a hard, smooth, and level highway, very pleasant to travel over. The average cost of making such a road is about 17,000 guild., more than 1400*l.*, per English mile. As all heavy goods are conveyed by water or rail, the wear and tear on the roads, traversed almost entirely by light carriages, is not very great. In many parts the roads run on the tops of the dykes; and, as there are no parapets or railings, there is at least the appearance of danger, and accidents sometimes happen.

The *tolls* are very high, sometimes equalling in one stage the expense of one post-horse. A carriage with 4 wheels and 2 horses pays from 30 to 40 cents at each turnpike; and a toll generally occurs every 3 miles English. The passage money for crossing ferries is also high.

Skeleton Tour.—The principal towns of Holland may be seen in from 8 to 9 days; but for a complete tour see General Introduction (n).

The best English *Map* of Holland and Belgium is that published by Mr. John Arrowsmith.

§ 5. TRAVELLING BY WATER—TREKSCHUITEN.

The *canals* of Holland are as numerous as roads in other countries, and afford the most abundant means of conveyance in every direction.

BARGES, called TREKSCHUITEN (*drag-boats*), navigate the canals, and convey passengers and goods: they are nearly filled by a long low cabin, divided by a partition into two parts; the fore-cabin, called *ruim*, appropriated to servants and common people; and the after-cabin, or *roef*, set apart for the better classes, and a little more expensive; it is smaller, and will contain 8 or 10 persons. The *roef* has a small open space at the stern, where you can stand upright and breathe the air beside the steersman. It is generally fitted up with neatness, and may be engaged by a party exclusively for their own use. The barge is more commodious for night travelling and less fatiguing than the diligence, and the traveller may enjoy a comfortable sleep, provided the gnats permit. It must, however, be understood that Dutch people of any station rarely resort to the *trekschuit*.

The towing-horse is ridden by a lad (*het jagertje*), who receives a few cents at each stage, and is well paid with a *stuiver*. It is amusing to observe how quickly and neatly he passes the numerous bridges, disengaging the towing-rope, and fastening it again, without impeding the progress of the vessel. Whenever the barge approaches another coming in a contrary direction, the boatmen exchange the two monosyllables "*huy*" and "*vull*," indicating which is to go to the right and which to the left, and the one drops his rope for the other to pass over.

The advantages of the *trekschuit* are principally its cheapness. The usual cost of travelling by it is about 5 cents a mile.

Its disadvantages are—1st, That it rarely travels faster than 4 miles an hour. (Faster ones propelled by steam, *e.g.* from Rotterdam to Delft, are now rapidly superseding those towed by horses.) 2ndly, Though the banks of the canal are often enlivened by gardens and villas, yet it sometimes happens that they are so high as to shut out all view, which is very tiresome and monotonous. 3rdly, The annoyance of tobacco smoke, and bad smells from the water in hot weather; and 4thly, The *trekschuit* almost invariably stops on the outside of the town to which it is bound, and does not enter it: hence you have sometimes to walk more than a mile to reach an inn, and are compelled to intrust your luggage to porters, who, though they do not deserve the character of thieves, which Mrs. Starke bestowed on them, are at least exorbitant in their charges; so that you are compelled to pay sometimes twice as much for the carriage of a portmanteau and bag into a town as for the whole passage by the boat.

Passengers proceeding to Germany *via* Rotterdam should *not* be induced by the cheapness of the fare to take *through tickets* by the Rhine steamers, as they leave early in the morning, so that passengers will probably have to wait a whole day at Rotterdam. On board the steamers of the Netherlands Company passengers are not allowed to sleep at night, but must go on shore (unless they have hired a private cabin), so that the expense at the journey's end is as great as if they had travelled by rail. It is seldom, however, that the London steamers arrive, in the summer, too late for the express train to Germany (12·15); so that passengers can, if they wish, proceed at once without entering a Dutch hotel, and arrive at Bonn the same evening. Here commences that portion of the Rhine which ought not to be missed; between Bonn and Rotterdam the river journey is generally considered wearisome and monotonous.

The railways now established through Holland are gradually diverting much of the traffic from the old channel of the slow canal and *trekschuit*; still, notwithstanding all the drawbacks, for the mere novelty of the thing, no one should visit Holland without making trial of this, the national conveyance. On a fine day it is a very agreeable mode of travelling.

Excepting on the lines where railways are opened, the communication is kept up constantly between all the great towns of Holland and the intervening places by trekschuits. A boat sets out several times a day, starting with the greatest punctuality; and if a passenger be not on board at the stroke of the clock, he runs a risk of losing his passage.

§ 6. DRINKING WATER.

Amsterdam is now well supplied by a water company from Haarlem, but in the provinces of the Netherlands bordering on the sea the water is generally very bad, not drinkable; and strangers should be careful to avoid it altogether, except externally, or they may suffer from bowel complaints, and be delayed on their journey. In many parts good drinking water is brought in large stone bottles from Utrecht; so that Utrecht water must be asked for at inns. As a substitute for spring water, the effervescent waters of Seltzer, Geilnau, and Fachingen, all coming from the Brunnen of Nassau, are much drunk at meals; a large bottle costs about 5d. A very agreeable beverage is formed by mixing these waters with Rhenish or Moselle wine and sugar: some consider red Bordeaux wine, or a little lemon-juice and sugar, added to the Seltzer water, a more palatable drink.

§ 7. INNS—CAFÉS.

Holland is an expensive country to live in; the florin (guilder) does not go much further than the franc in Belgium or France; the wages of labour and taxes are very high; the inns are consequently nearly as dear as in England. Notwithstanding this, excepting the very best, they are inferior to those of most other countries of Western Europe. Dutch inns and beds are, however, generally clean.

Charges.—A bed-room, which may also be used as a sitting-room, costs, on an average, from 1 to 3 guilders; dinner at the table-d'hôte, $1\frac{1}{2}$ to $2\frac{1}{2}$ guilders with wine; ditto in private, 2 to 3 guilders; breakfast with tea or coffee, 70 cents. Service $\frac{1}{2}$ guilder per diem. The dinner-hour, at tables-d'hôte, is usually 4 o'clock.

From $\frac{1}{4}$ to $\frac{1}{2}$ a guilder is charged in the bills for the servants daily; but the cleaning of shoes and clothes is done by *commissionnaires*, who also serve as laquais de place. They are amply paid with $1\frac{1}{2}$ or 2 guilders for a whole day's services, and with 1 guilder for $\frac{1}{2}$ a day. The *Porter* (Kruijer), who carries luggage from the coach or railway office to the inn, or vice versâ, will expect 25 cents. Omnibus fare is the same.

Cafés in Holland are not resorted to by ladies. If you want an ice you must repair to the confectioner, where they are good and moderate.

§ 8. A GENERAL VIEW OF HOLLAND.

There is not, perhaps, a country in Europe which will more surprise an intelligent traveller than Holland. Although so near to our coasts, and so easily accessible, it is too often passed over by the English in their haste to reach the picturesque scenes of the Rhine and Switzerland. The attractions of Holland are certainly of a different kind; but they are of a character so entirely peculiar, that, whether a traveller visit this country at the outset or termination of his tour, he will be equally sure to find in it what he has not seen before.

The routes from Rotterdam to Amsterdam, and thence to Cologne, described in the following pages, may be fully explored in a week or ten days; and there are few roads in Europe which in so small a space have so many curiosities to show, and upon which lie so many cities, great in commerce and renowned in

history. To a stranger Holland appears hardly endurable as a country to reside in, but for a journey of a week the universal flatness and the monotony of scenery are not tiresome. The aspect of the country is too strange to fatigue, and, indeed, in sunny weather, is very fertile in picturesque effects. May, June, September, and October are the best months for visiting Holland.

A large part of Holland is a delta, formed of the alluvium deposited by the Rhine and other rivers, in the same manner as the Delta of Egypt has been formed by the Nile. The greater portion of it has been perseveringly rescued from the water, to whose dominion it may almost be said to belong, by the continual efforts and ingenuity of man, and in a long series of years. Much of it is mud driven up by the sea, in return for what it carries away from some parts of the coast. Were human agency and care removed but for 6 months, the waves would, without doubt, regain their ancient dominion—so much of the land lies below the level of the sea; and an extensive tract of the country would be reduced to the state of those vast wastes, composed of sand and mud-banks, quite unfit for human habitation, which now lie at the mouths of the Nile and Mississippi. And yet these fields, gained with such difficulty, and preserved by constant watchfulness, from the waters, have been, in more instances than one, inundated by their owners during their contests with foreign foes; and Dutch patriotism has not hesitated to subject the land to temporary ruin in the desire of preserving liberty. The cutting of the dykes, and opening of the sluice-gates, which was resorted to in order to free Holland from Spanish tyranny, was a desperate resource, and in itself a national calamity, entailing beggary for some years upon a large portion of the population, owing to the length of time and the very great expense which a second recovery of the land from the sea required. This glorious sacrifice, however, served to show that it needs not the mountains of Switzerland nor the fastnesses of Tyrol to enable a brave people to defend their native land.

Holland may be considered in many respects as the most wonderful country, perhaps, under the sun: it is certainly unlike every other. What elsewhere would be considered as impossible has here been carried into effect, and incongruities have been rendered consistent. "The house built upon the sand" may here be seen *standing*; neither Amsterdam nor Rotterdam has any better foundation than sand, into which piles are driven through many feet of superincumbent bog earth; and to form a correct idea of these and other wonderful cities and towns standing on the morass, one must not forget the millions of solid beams hidden under ground which support them. We speak contemptuously of anything which is held together by straws; yet a long line of coast of several provinces is consolidated by no other means than a few reeds intermixed with straw wisps, or woven into mats. Without this frail but effectual support, the fickle dunes, or sand-hills, would be driven about into the interior, and would overwhelm whole districts of cultivated land. In Holland the laws of nature seem to be reversed; the sea is higher than the land; the lowest ground in the country is 24 feet below high-water mark, and, when the tide is driven high by the wind, 30 feet! In no other country do the keels of the ships float above the chimneys of the houses, and nowhere else does the frog, croaking from among the bulrushes, look down upon the swallow on the house-top. Where rivers take their course, it is not in beds of their own choosing; they are compelled to pass through canals, and are confined within fixed bounds by the stupendous mounds imposed on them by *human art*, which has also succeeded in overcoming the everywhere else resistless impetuosity of the ocean: here, and nowhere else, does the sea appear to have half obeyed the command, "Thus far shalt thou go, and no farther."

In a very extensive district the canals are brimful of water, which can hardly stir, and, when in motion, flows with a current barely perceptible. There is not a stone or pebble to be found, and there are no hills, save such as are raised by

the winds; unless, indeed, we take into consideration those vast *artificial mountains* of granite, which have been brought at enormous expense from Norway and Sweden, and sunk under water to serve as barriers to the sea. Excepting the eastern provinces, the parks of Haarlem and the Hague, and the avenues leading from one city to another, the land does not produce much wood; but then entire Norwegian forests have been buried beneath the mud in the shape of piles. "The total of the hydraulic works between the Dollart and the Schelde have been estimated by a competent judge to have cost 300,000,000*l.* sterling, and form in so small a country a most astonishing monument of human industry."

—Telford.

The constant attention which a Dutchman has been obliged to give to maintaining in perfect order the great works on which his safety depends, and the artificial nature of the country itself which he has formed for his residence and support, has given a formal and methodical direction to his tastes in cases where Nature would have been better left to herself. Thus trees are often found growing, not in the natural way, but as they have been arranged by the plummet and line, in rank and file in straight rows and avenues. Their branches are not allowed to spread abroad as nature intended, but are cut and clipped till they are transformed into green walls, or are even trained into more grotesque shapes. By way of improving still further upon nature, the trunks and lower branches are sometimes painted over with bright colours in North Holland, partly for the sake of cleanliness, partly to preserve them from insects.

The Dutchman may be said to have made even the wind his slave. It might be supposed that the universal flatness, and the absence of those elevations which afford shelter to other countries, would leave this at the mercy of every blast that blows, to sweep everything before it. So far is this from being the case, that not a breath of air is allowed to pass without paying toll, as it were, by turning a windmill. These machines are so numerous in N. and S. Holland, that they may be said to be never out of sight in a Dutch landscape. In the suburbs of great cities they are congregated like armies of giants spreading out their broad arms, as if to protect the streets and houses which they overlook. With us they are rarely used except to grind corn: in Holland they are employed almost as variously as the steam-engine; they saw timber, crush rape-seeds for oil, grind snuff, beat hemp, &c.; but the principal service which they perform is in draining the land; and here the Dutch have most ingeniously set the wind to counteract the water. At least one half of the windmills have water-wheels attached to them, which act as pumps, and, by constantly raising the water into the canals, alone keep the low land dry and fit for cultivation and the habitation of man. As, however, experience has shown that a first-rate mill is advantageously applied to raise water only 1 ell (= 3.28 ft.) at once, 3 or 4 are often planted in a row on stages one above the other, each pumping up the water to the stage above it. They are constructed of much larger dimensions than with us: a single sail is often 120 feet long, and the usual length is 80 feet. There are said to be 9000 windmills in Holland, and the annual cost of them is valued at 3,600,000 dollars.

To sum up all, to such an extent do paradoxes prevail in Holland, that even the *cows' tails*, in other countries proverbial for growing downwards, and descending in the world as they advance in age, here grow upwards: for, with the view of promoting the cleanliness of the animal while in the stall, the tail is tied up to a ring in the roof of the stable. This may be seen in Broek and elsewhere in Holland. (See Route 3.)

Many authors have exercised their wit or spleen in describing this singular country. Thus, Voltaire, irritated by his interviews with the librarians of Amsterdam, took leave of the land and people in these sarcastic words: "Adieu! canaux, canards, canaille."

The following verses are from the works of Andrew Marvel:—

- “ Holland, that scarce deserves the name of land,
As but the offscouring of the British sand,
And so much earth as was contributed
By English pilots when they heav'd the lead;
Or what by the ocean's slow alluvion fell,
Of shipwreck'd cockle and the muscle-shell;
This indigested vomit of the sea
Fell to the Dutch by just propriety.
- “ Glad, then, as miners who have found the ore,
They, with mad labour, fish'd the land to shore,
And div'd as desperately for each piece
Of earth, as if 't had been of ambergris;
Collecting anxiously small loads of clay,
Less than what building swallows bear away;
Or than those pills which sordid beetles roll,
Transfusing into them their dunghill soul.
- “ How did they rivet with gigantic piles,
Thorough the centre their new-catched miles!
And to the stake a struggling country bound,
Where barking waves still bait the forced ground;
Building their watery Babel far more high
To reach the sea, than those to scale the sky.
- “ Yet still his claim the injur'd Ocean lay'd,
And oft at leap-frog o'er their steeples play'd;
As if on purpose it on land had come
To show them what's their *mare liberum*.
- “ A daily deluge over them does boil;
The earth and water play at level coil.
The fish oftimes the burgher dispossest'd,
And sat, not as a meat, but as a guest;
And oft the tritons and the sea-nymphs saw
Whole shoals of Dutch serv'd up for Cabillau;
Or, as they over the new level rang'd,
For pickled herring, pickled herring chang'd.
Nature, it seem'd, asham'd of her mistake,
Would throw their land away at duck and drake.”

The author of ‘Hudibras’ describes Holland as

- “ A country that draws fifty feet of water,
In which men live as in the hold of nature,
And when the sea does in upon them break,
And drowns a province, does but spring a leak.”

And its inhabitants—

- “ That always ply the pump, and never think
They can be safe, but at the rate they sink:
That live as if they had been run aground,
And when they die are cast away and drown'd:
That dwell in ships, like swarms of rats, and prey
Upon the goods all nations' fleets convey;
And when their merchants are blown up and crack'd,
Whole towns are cast away in storms, and wrack'd;
That feed, like cannibals, on other fishes,
And serve their cousin-germans up in dishes.
A land that rides at anchor, and is moor'd,
In which they do not live, but go aboard.”—Butler.

No books can be read with greater pleasure or advantage by a stranger about to visit Holland, desiring information respecting its history, than Motley's ‘Rise of the Dutch Republic,’ and ‘United Netherlands.’

§ 9. DYKES.

Holland includes some of the lowest land on the continent of Europe. To keep out the ocean from the sea-bound provinces, and prevent its acquiring territory which seems to be its own, immense dykes or ramparts of earth and stone are raised along the coast, so broad and strong as to prevent the water passing through them, and sufficiently lofty to bid defiance to inundation at high tide. The rivers and inland lakes in many parts of the country are quite as dangerous as the sea, and their waters require to be restrained by dykes nearly as extensive as the sea-dykes.

The first thing necessary in the construction of these bulwarks is, to secure a solid foundation, sufficiently strong to support the immense weight to be laid upon it, by ramming down the soil, and by laying a substratum of clay, or by driving in piles when it is incoherent. Were the foundation porous, the water would undermine it, and the dykes sink down into a hollow. The foundation of a sea-dyke is from 120 to 150 feet in width. The rampart itself is composed, as far as possible, of clay: whenever that material is difficult to procure, the face of the dyke is made of clay, and the interior of earth, sand, and clay; but clay alone is preferred, as being water-proof. The face of the dyke on the water side is made to slope very gradually: in river dykes generally rising 1 foot in 4 or 6, and in the great sea-dyke of Kappel still more gradually, or 1 foot in 13. This very gradual slope is owing, both to the loose nature of material used, and to an opinion that it is better to allow the force of the wave to expend itself over a long incline. The dyke is protected, or in a manner thatched, by willow twigs interwoven so as to form a sort of wicker-work, and the interstices are filled up with clay puddled to render it compact. This wicker-work is renewed every three or four years, occasioning a considerable consumption of willow boughs, and the willow-tree is cultivated to a great extent for this purpose. The dykes are frequently planted with trees, as their spreading and interlacing roots assist greatly in binding the earth together. The base is often faced with masonry and protected by vast heaps of stones, usually brought from Norway, and by rows of piles 16 feet long, projecting 6 or 7 feet above ground, connected by timber, and filled in with fascines weighted with stones: the upper part of the dyke is covered with turf, and rises sometimes to the height of 40 feet. A road runs along the top, or immediately within it.

"The dykes, when seen only at one spot, may probably not strike the merely cursory observer as very extraordinary; but when it is recollected that the greater part of Holland is fenced in by similar bulwarks equally massive and costly, they will appear wonderful."—*I. W. C.* The most stupendous of these embankments are the Dykes of the Helder (see Route 4), and of West Kappel, at the W. extremity of the island of Walcheren (see Route 18). The annual expense of keeping in repair each of them alone amounts to 75,000 guilders (about 6400*l.*); while the sum total annually expended throughout Holland in the repair of dykes and regulation of water-levels varies from 5,000,000 to 7,000,000 guilders (nearly 600,000*l.*). A special corps of engineers called *Waterstaat*, including among them many men of science, having received a special instruction in the new college at Delft, are employed entirely in watching the state of the waters and guarding against all accidents from irruptions,—a most important duty, upon which the national welfare, and, indeed, existence, of Holland may be said to depend. During the winter they are stationed near those spots where danger is most to be apprehended, and magazines are erected, provided with the necessary stores and implements, so as to be ready at a moment's notice.

The winter is the season most liable to accidents, when it not unfrequently happens that long prevailing S.W. winds, acting on the surface of the Atlantic, drive an accumulation of waters round the north of Scotland into the German Ocean. If these are succeeded by very violent storms blowing from the N.W.,

the effect is to propel the sea with great violence southward through the British Channel: but the straits of Dover are too narrow to admit the augmented body of water readily to pass, and in consequence it falls back upon the coast of Holland. At such moments the "broad ocean" may truly be said "to lean against the land," and the strength of the dykes alone preserves it from submersion. To guard against such an assault the utmost energy, activity, and skill are required. Watchmen are posted day and night along the line of threatened attack, to give instantaneous warning if symptoms of weakness are anywhere observed in the ramparts; and workmen are appointed by the authorities to be in readiness in the neighbouring villages.

It may easily be imagined with what intense anxiety the rising tide is, at such times, observed. The accumulation of waters in the ocean causes them to ascend far above the ordinary high-water mark; and if they only surmount the top of the dyke so as to flow over it, its ruin is inevitable. When such a calamity is anticipated, the alarm bell is rung, and every man hastens to his post. With the utmost rapidity, an upper rampart is constructed upon the top of the dyke, to keep out the waters. It is incredible in how short a time a bulwark of this kind is elevated; it is a race between the tide and the embankment. If the strength and solidity of the dyke be doubtful, and a breach be apprehended, large sheets of sailcloth or mats of woven straw and rushes are laid on the outside, in the same manner as a leak is sometimes stopped in a ship. This prevents the earth's being washed away by the action of the waves. It must be remembered that the works, raised at such an emergency, vast as they are, are only temporary, and are removed whenever the danger is past. Instances are not rare in which these precautions have proved quite ineffectual; and whole districts have been overwhelmed and lost for ever in the sea, or in the Rhine and its branches. The greater part of the space now occupied by the Zuider Zee was dry land down to the 13th century. In the time of the Romans the IJssel emptied itself into the lake Flevo. Beyond this lake, to the S. and W., the Zuider Zee, then also a fresh-water lake, discharged itself by a river, the Vlie, which followed nearly the present channel of that name, entering the ocean between what are now the islands of Vlieland and Ter-schelling. The action of the waters gradually destroyed the tract of land which divided these lakes. In 1170, during a great flood, the waters of the southern lake rose to the gates of Utrecht, and the lake was greatly extended, especially towards the N. West Friesland, it is said, however, still stretched across the Zuider Zee from Petten and Medemblik to the Lauwer Zee. From that time, for upwards of 200 years, it continued to increase, swallowing up "whole forests and many thousand acres of land, so that large ships might be navigated where carriages used to travel." At last, in 1396, Lake Flevo entirely disappeared, the existing islands were formed, or completely separated from the mainland, and the Zuider Zee converted into an arm of the German Ocean. The Gulf of Dollart, in the province of Groningen, was the result of the inundation of 1277, which swallowed up 44 villages. Similar calamities have several times produced the same effects in that province. Even so late as 1717, 1560 habitations disappeared beneath the waters of the ocean, which had thus broken its bounds. The Biesbosch, near Dort, and the sandbanks near South Beveland, called Verdrongen Land (drowned land), are two other examples of submerged districts.

Of all the united provinces, Friesland and Groningen have suffered, and continue to suffer, most from floods. The annals of Friesland present the most extraordinary series of disasters from the ocean, and these, better than anything else, will serve to show by what an unstable tenure the Dutch hold the land. "Friesland was inundated in 533, 792, 806, 839, 1164, 1170, 1210, 1221, 1230, 1237 (this year the island called Vlieland was formed), 1248, 1249, 1250 (the consequence of this inundation was a pestilence, which destroyed several thousand persons), 1277 (this year the Gulf of Dollart was formed); in 1287 the Zuider Zee assumed its present ex-

tent and shape, and 80,000 persons lost their lives in the inundation—1336, 1400, 1421, 1429, 1516, 1524 (three inundations in this year), 1530, 1532, 1559, 1570. On Nov. 1 an inundation occurred which covered even the heights called Wieren, and cut off, in different parts of Holland, 100,000 persons, 30,000 of whom were Frieslanders. From this year the inundations are less frequent; as an improved method of constructing the dykes was then introduced by the Spanish governor Robles, who at the same time passed a law that they should in future be kept up by the owners of the land. Those recorded since 1570 were in 1610, 1675, 1717, 1776, Feb. 5, 1825, and Mar. 1, 1855."—*Gauthier, Voyageur dans les Pays-Bas.*

But Holland is exposed to far greater danger from internal inundations than even from inroads of the sea, arising from the stopping up of the rivers by the ice when the thaw sets in. All the ice of the Rhine and Meuse must necessarily pass the Dutch rivers; if then it happens that the ice on the German Rhine gets loose before the Dutch rivers are free, or if the ice is stopped in its course in a narrow part, it forms itself into one solid dam, stretching across from one bank to the other, sometimes 2 miles or more in length, adhering closely to the bed of the river and rising in icebergs high above its surface, so as to arrest the passage of the water, which, as it rises, must necessarily overflow the dykes behind it. In 1799, when the very existence of a large part of Holland was threatened by an inundation from this source, more formidable perhaps than any other on record, the Rhine rose at Nijmegen 7 feet in one hour; and when the accumulated waters at last broke the ice-dam, they hurried down icebergs so tall as to conceal the houses of Nijmegen from the view of those on the opposite bank. At the moment the dam burst, the river was filled with ice to the bottom, which, as it scraped along, carried off the gravel with it. So extensive and numerous were the dyke ruptures that a large part of Holland on both banks of the Rhine and Waal was laid under water; the icebergs crossed the polders, sweeping away houses built on the dykes, and the loss of life of men and cattle was enormous. Holland is much more liable to river inundation since the improvements in the course of the Upper Rhine and the removal of the impediments at the Bingen Loch, as more water now passes in a given time than formerly. The danger now recurs every winter, especially when a hard frost, during which much snow has fallen in Germany, is followed by a sudden thaw.

The arms of Zealand are a lion swimming, with the motto, *Luctor, et emergo*, "I strive, and keep my head above water." It might be generally applied to the whole country, which has to maintain a perpetual struggle for existence against difficulties never to be entirely removed. The inhabitant of the provinces bordering on the sea or the Rhine, constantly threatened with the danger of submersion, is not more secure than he who dwells on the side of Etna, or at the foot of Vesuvius, with a volcano heaving beneath him. A stranger can have a full impression of this only when he walks at the foot of one of those vast dykes, and hears the roar of the waves on the outside, 16 or 20 feet higher than his head. Some parts of the country lie several feet below the actual bed of the Rhine; as, for instance, the Ablasserwaard, near Gorcum. Indeed, the industry of the early inhabitants of Holland in restraining their rivers between dykes, so as to prevent periodical inundations, threatens their descendants with a serious calamity at no distant period. It is the nature of all rivers liable to inundation to deposit great part of the sillage on their immediate banks, and raise them higher than the morass behind. Their beds, too, are continually raised by the deposit of the earthy particles mechanically suspended in the water. Hence the Rhine and other great rivers now flow along the ridges of great causeways or natural embankments formed of the deposit brought down by them in the course of ages, and far higher than the surrounding country. This must in all probability be broken through some day or other, and the Rhine will find a new outlet to the sea. The same effect may be seen in the Po and Adige. See *Handbook for N. Italy.*

The expense of maintaining the dykes is supported by taxes levied by commissioners appointed for the purpose.

§ 10. CANALS.

Holland is so intersected with canals, that to a person looking down upon it from a balloon they would have the appearance of a network extending from one end of the country to the other. They serve, 1st, as the means of communication; every little town and village having its own system of canals, which connect it with all the places around. 2ndly, as drains to carry off the superfluous water of the country. 3rdly, in the place of walls and hedges: fields, gardens, and houses are surrounded by canals or moats, as in other countries by fences; and they afford an equally good protection.

The canals differ considerably from those of England, which are measured out so as barely to admit two narrow barges to pass, and interrupted at short distances by locks. In Holland, as the canal is the drain as well as the highway of the country, and rids the land of its superabundant moisture, there is no restriction to its breadth; and as there is little variation of level, few locks are required: but those canals which empty themselves into the sea are provided with sluice-gates to prevent the influx of the tides, which are often higher than the waters of the canal itself.

The several heights of the waters of Holland are referred to the Amsterdam Pile, which is considered to have been the mean height of the water in the Ij in the century before last; but high water in those days was 2 or 3 inches above the present level.

The principal canals are 60 ft. broad and 6 ft. deep. Not only the surface, but even the bottom, is frequently higher than the adjoining land. The North Holland ship canal is truly one of the marvels of the country, and should be viewed by every traveller who visits Amsterdam. In its dimensions it is the largest not only in Holland but in Europe (Route 3).

The discovery of the lock, an invention altogether modern, and which has given an entirely new feature to the inland navigation of Europe, has been claimed both by the Italians and the Dutch. "There is strong reason to believe that in Holland the lock was known, and in use, at least a century before its application in Italy."—*Telford: Edin. Cycl.* Inclined planes for transferring vessels from one level to another, similar to those in China, under the name of *rolling bridges*, have been long known in Holland. The object seems to have been, not so much to overcome a difference of level, as to prevent the transference of water from one tract of country to another, on account of the jealousy of drainage. One of the most remarkable of this kind is the *Overtoom*, between Amsterdam and the Haarlem Meer, which is preferred on account of the interest which the city of Haarlem has in continuing the ship navigation through the ancient sea sluices of Sparendam.

§ 11. POLDERS, TURBARIES, AND PEAT.

Polder is the name given to a piece of ground below the level of the sea or river, which, having once been a morass or lake (*plas*, Anglice *plash*), has been surrounded by embankments, and then cleared of the water by pumps. So large a part of Holland and Belgium was originally in the condition of morass, that whole districts are composed entirely of polders partitioned off by dykes or ramparts; and the ground thus drained is usually remarkable for its richness and fertility. Many of the polders in the Rijnland, or district around Leiden, are 32 ft. below the sea.

Besides the natural lakes, the extent of surface covered by water has been much increased by digging for fuel. The natural fuel of the Netherlands is

peat, the brown spongy peat obtained from the higher bogs (*hooge veenen*, or *fens*) of Friesland, and the black, solid, and more earthy peat of the low mosses (*laage veenen*) of N. and S. Holland, whose surface is rarely above the level of the sea. From Rotterdam to the Helder they cover a very large area, and have proved rich mines of fuel for many ages. The annual consumption at present is estimated at 10 million tons. The peat is conveyed through the canals and across arms of the sea in barges, called *turf-potten*. The Dutch drove the Spanish fleet out of the *Zuider Zee* in vessels of this kind. The landing and conveyance of turf on shore is the privilege of a peculiar corporation of porters. But where the peat was extracted stagnant water took its place. Scooped up from beneath this gathering water as long as any available turf existed, or as long as it could easily be reached, the quaking bogs were succeeded by lakes, often from 12 to 20 ft. deep below low water,—sometimes of considerable extent, scattered in numbers over the country, and frequently separated only by narrow intervals of unsteady land between.

In draining one of these morasses, or inland seas, and rendering it fit for cultivation, the first operation consists in damming it in with a rampart of earth sufficiently strong and high to prevent foreign water from flowing into it. Outside this rampart or dyke a ringsloot or surrounding drain is made, of dimensions sufficient to be a navigable canal. Windmills are then erected on the edge of the dyke, each of which works a water-wheel. Pumps are very seldom used in draining, as the water is usually highly charged with silt, and is not required to be raised a very great height. Steam-power is of late and partial introduction. The instruments employed are, the scoop-wheel, the screw of Archimedes, and the inclined scoop-wheel, or Eckhardt wheel. When a great undertaking of drainage is going on, houses are erected in a convenient situation on the dyke, where the engineers and a committee of the proprietors constantly reside, and carefully watch the progress which the windmills are making. In most cases the undertakers are compelled by government regulations to complete the drainage at a certain period of the year, for the very obvious reason that, if the ground were not cleared of the water until the beginning of the summer heat, the exhalations would materially increase the marsh fevers which generally prevail in the first years of an extensive drainage.

The mills raise the water from the marsh to the ringsloot or canal, which conveys it to a river or to the sea. But most frequently the whole of this great operation cannot be performed at once; and where the marshes are of too great a depth below the surrounding country, two or three dykes and as many canals are made, at different levels, rising by degrees to the upper canal, in which the whole terminates. In the *Schermer-Meer*, for instance, there are four stages of canals. Every piece of ground forms a long parallelogram, separated from the next by a broad deep ditch, which, in reality, is a first canal. This serves to convey part of the harvest; to carry off the water which, but for this, would continue on the ground; but, above all, as an enclosure, which renders it unnecessary to guard the flocks, which seldom attempt to pass over this obstruction. The canals communicate, by means of the above-mentioned mills, with those of the second stage along the roads; lastly, two or three upper canals traverse the whole of the polder, like great arteries, carrying all these lower waters into one grand canal made below the dyke, and immediately connected with the sea. These canals, on four different levels, are, in general, completely separated, but are made to communicate whenever it is desired, and the precise proportion which is thought necessary may be established between them.

“It is easy to conceive the extreme fertility acquired by land managed in this manner. Formed originally of mud, which was itself rich, it is covered almost all the year round with herbs which contribute to its fertility. All the water which might be injurious is drawn off at pleasure, by means of the mills, and a regular and gradual irrigation is introduced at the most favourable moment.

"The appearance of the polder itself, when you have got into it, is very different from the upper country; and, though more remarkable, it is decidedly less agreeable. Each object reminds you that you are at the bottom of a lake, on a factitious soil, where everything is calculated. When the draining is finished, the undertakers have very regularly portioned out the conquest they have made from the waters; they have divided and subdivided it into perfectly equal parts: they have dug canals, made roads, planted trees in perfect right lines, proscribed all curves, all variation in the distance, and placed at the head of each farm a square habitation, which is always similar to its neighbour. Very accurately surrounded with 20 trees, often fine, but never graceful, these redoubts resemble neither farm-houses, which would be less carefully kept, and more animated, nor country seats, where something could be dedicated to pleasure. Their large roofs, coming down nearly to the ground in four equal slopes, rest upon brick walls, which are always neat, but never elegant. They look as if they had just sprung up like mushrooms among the tufted grass which surrounds them, and which seems never to have been trodden under foot."—*A Journey in North Holland.*

In forming an idea of the power which will be required to bale out the water from a lake, or to maintain it in the state of a polder, three considerations are to be taken into account: 1st, The depth of water in the lake at its mean level, which indicates the power necessary merely to drain the lake; 2ndly, The average yearly fall of rain and average yearly evaporation, the difference being to be removed by pumping; lastly, The quantity of spring or ooze water likely to make its way into the hollow land.

An excellent opportunity will be afforded to the traveller to view the results and processes of a drainage on the very largest scale in the empty and now cultivated basin of the great Lake of Haarlem (Route 2).

The better class of polders, with a good soil, when richly manured and carefully cleared of weeds, especially those recently redeemed from the sea, are of great value, and highly productive as arable land; but the greater part furnish pasture or hay for the cattle, and are by no means of inferior value in this grazing country.

Many polders are subjected to annual inundations in the winter time, which, however, do no harm, if the water which covers them be not salt, and provided it can be removed by the end of May. The proprietors of the polders pay a certain sum to be permitted to discharge the water pumped out of them into the neighbouring canals.

It may, at first sight, appear singular that the polders, the source of agricultural wealth, should be equally important to the country in a military point of view; this is, however, the case. By opening the sluices, cutting the dykes, and inundating the low meadows they enclose—a measure fraught with ruin, and therefore only resorted to at the last extremity—the Dutch may bid defiance to the strongest force brought against them: as, though the depth of water and mud upon a submerged polder is sufficiently great to check the advance of an army, it is too shallow to admit the passage of any but small boats. It is true that a hard frost sometimes converts the water, which serves as a defence in summer, into a bridge for the invading foes in winter. By availing themselves of the desperate resource of drowning the land to save it, the Dutch purchased their freedom from the yoke of Spain; and Europe beheld with astonishment the most powerful monarch in the world, upon whose dominions the sun never set, baffled by the hardy efforts of the inhabitants of a country which in extent is not much greater than Yorkshire. In a following age, 1672, at a time when most of the provinces had opened their gates in consternation to Louis XIV., Holland opened to him her sluices, and was thus preserved from French tyranny. She has made the same sacrifice with equal success at various other periods of her history; and even in 1830-32 everything was prepared to inundate the country, in the event of an inroad of the French army into Holland, which was at that

§ 12. DUNES.

The Dunes, or sand-hills, which extend along the coast of Holland from Dunkirk, nearly without interruption, to the Helder, varying in breadth between 1 and 3 miles, and rising sometimes to 40 or 50 ft. in height, are formed entirely by the action of the wind blowing up the sand of the sea-shore; they are a source of good and evil to the country; they serve as a natural barrier to keep out the ocean,—a benefit which, but for the ingenuity and contrivance of man, would be more than counterbalanced by the injury done by their progress inland. On the sea-shore they are mere loose heaps, driven about by every blast, like snow-wreaths on the Alps; and, were they not restrained, would move onward year after year and inundate the country. In passing over a desert of this kind at Scheveningen, on a windy day, the atmosphere appears dim with the particles of sand blown like smoke through the air. The height of the dunes depends upon the fineness of the sand, as the wind has, of course, the most power in transporting the minuter particles. Camperdown, memorable in the naval annals of Britain, is one of the loftiest on the whole coast, owing to this cause.

To check the dispersion of the sand, and the evil attending it, the dunes are sowed regularly every year with plants congenial to it, for even sand has a vegetation peculiar to itself, which may be called luxuriant: but a species of coarse reed-grass, or seabent, which grows near the sea (*Arundo arenaria*), whose roots sometimes spread to a distance of 30 ft., is principally employed, and to greatest advantage. In a short time the roots spread and combine, so as to hold fast the sand, and cover the surface with a succession of verdant vegetation, which, growing and decaying on it, accumulates upon it a layer of earth capable at length of producing a crop of excellent potatoes, and even of supporting plantations of firs. Most of the plants thus cultivated on the dunes may be seen in the Botanic Garden at Leiden.

Before the attempt was made to arrest the progress of the sand, it had advanced, in the course of centuries, far into the interior; and it has recently been found worth while, in some instances, to dig away and remove the superincumbent hillocks, and lay bare the good soil buried by them: since, on being again exposed to the air and light, it is found to be still fertile and productive.

§ 13. GARDENS AND SUMMER-HOUSES.

Though the charm of variety of aspect and inequality of surface has been denied by nature to Holland, compensation is made for this, in a certain degree, by the high cultivation of its fields and gardens. In whatever direction the traveller passes through the country, and whether by road or canal, he will find the way enlivened by country seats (*buitten plaatsen*) and pleasure-gardens, in the laying out and maintaining of which great wealth is expended, though they do not always show much taste. They present the most perfect pictures of prettiness, with their meandering walks and fantastically cut parterres, filled with flowers of gaudiest hue. If possible, each garden is provided with a fish-pond; and, if it be wanting, the first step which a Dutch proprietor invariably takes, upon entering a newly-acquired demesne, is to dig a large hole that he may convert into a pond; so great an attachment does he appear to have for that element which surrounds him on all sides, which is never out of his sight, and which invariably stagnates before his door in the shape of a canal. At the extremity of the garden a pair of iron gates is erected, often more for ornament than use. Through these, or through a gap made purposely in the hedge, the passer-by is admitted to spend his admiration on the beauties within,—on the pyramids of flower-pots, trim box borders, and velvet lawns and grass-plots. At the very end of the garden, overlooking the high road or canal, a summer-house

is always placed, called *zomerhuis* (summer-house), *tuinhuis* (garden-house), or *koepel* (cupola); this is the resort of the family in spring and summer afternoons. Here the men smoke their pipes and sip their beer, coffee, or tea; the old ladies ply the knitting needle, and the young ones amuse themselves with eyeing and criticising the passers-by. In the neighbourhood of all the large towns, the citizens and tradespeople, who have their shops and counting-houses in the crowded and narrow streets, generally have such a pavilion in a small garden on the outskirts, even though they have no house attached to it, to which they can retire when the business of the day is over. Very frequently, on entering the town, the traveller passes through a whole street of such gazabos. By a peculiarity of taste, they are invariably placed in a stagnant ditch, which is usually covered with a luxuriant crop of green duckweed, and often offends the nose by the noisome odours which it exhales. The consequence is, that ere the sun goes down, however warm the evening, these ditch-bestridding pleasure-houses must be abandoned to the neighbourly frogs; and they who should venture to prolong their evening recreations beyond a certain hour might pay for their temerity with a fever produced by the unwholesome exhalations which then begin to rise.

"These little buildings are so very numerous as to form a characteristic feature of the country. Each villa has its name or some motto inscribed over the gateway, the choice of which is generally meant to bespeak content and comfort on the part of the owner; and they afford a source of amusement to the stranger as he passes along. Thus, among others, we read, '*Lust en rust*,' Pleasure and ease; '*Wel tevreden*,' Well contented; '*Mijn genegenheid is voldaan*,' My desire is satisfied; '*Mijn lust en leven*,' My pleasure and life; '*Niet zoo kwaaijk*,' Not so bad; '*Gerustelijk en wel tevreden*,' Tranquil and content; '*Vriendschap en gezelschap*,' Friendship and sociability; '*Het vermaak is in't hovenieren*,' There is pleasure in gardening. And over the entrance to one of the tea-gardens near Rotterdam was inscribed, '*De vleesch potten van Egypte*,' The flesh-pots of Egypt. Some of the larger gardens abound with fruits and vegetables, and beds and borders of flowering shrubs and plants are laid out in all the grotesque shapes that can be imagined. It must be confessed, however, that an air of comfort presides over these villas. Most of the dwelling-houses are gaily painted in lively colours; all the offices and out-houses are kept in neat order; while the verdant meadows are covered with the finest cattle, most speckled black and white."—*Family Tour in South Holland*.

The following description proceeds from the sarcastic and dashing pen of the author of "*Vathek*," and may be regarded as an amusing caricature of Dutch taste:—"Every flower that wealth can purchase diffuses its perfume on one side; whilst every stench a canal can exhale poisons the air on the other. These sluggish puddles defy all the power of the United Provinces, and retain the freedom of stinking in spite of any endeavour to conquer the filthiness. But perhaps I am too bold in my assertion, for I have no authority to mention any attempts to purify these noxious pools. Who knows but their odour is congenial to a Dutch constitution? One should be inclined to this supposition by the numerous banqueting-rooms and pleasure-houses which hang directly above their surface and seem calculated on purpose to enjoy them. If frogs were not excluded from the magistrature of their country (and I cannot but think it a little hard that they are), one should not wonder at this choice. Such burgomasters might erect their pavilions in such situations. But, after all, I am not greatly surprised at the fishiness of their sight, since very slight authority would persuade me there was a period when Holland was all water and the ancestors of the present inhabitants fish. A certain *oysterishness* of eye and flabbiness of complexion are almost proof sufficient of this aquatic descent; and pray tell me for what purpose are such galligaskins as the Dutch burthen themselves with contrived, but to tuck up a flouncing tail and thus cloak the deformity of a dolphin-like termination?"—*Beckford*.

§ 14. DUTCH SCHOOL OF PAINTING*—PICTURE-GALLERIES IN HOLLAND.

One point to which the traveller in Holland ought certainly to direct his attention is the collections of pictures of the *Dutch* school. Though specimens of its masters are dispersed through all the galleries of Europe, they are nowhere seen in greater perfection than in the museums of the Hague and Amsterdam, and in the numerous private cabinets in these and other Dutch towns.

The great excellence of the criticisms on art and descriptions of paintings given by Sir Joshua Reynolds in his 'Tour in Holland and Flanders,' and their utility and value to all who would form a correct taste and accurate estimation of paintings, have induced the editor to incorporate in this work the greater portion of them. The quotations are marked by the letter R.

By way of introduction, his remarks on the Dutch school are inserted here; while those on the Flemish school, and especially on Rubens, are reserved for the description of Belgium. On quitting Holland he observes—

"The account of the Dutch pictures is, I confess, more barren of entertainment than I expected. One could wish to be able to convey to the reader some idea of that excellence, the sight of which has afforded so much pleasure; but as their merit often consists in the truth of representation alone, whatever praise they deserve, whatever pleasure they give when under the eye, they make but a poor figure in description. It is to the eye only that the works of this school are addressed; it is not, therefore, to be wondered at that what was intended solely for the gratification of one sense succeeds but ill when applied to another.

"A market-woman with a hare in her hand, a man blowing a trumpet, or a boy blowing bubbles, a view of the inside or outside of a church, are the subjects of some of their most valuable pictures; but there is still entertainment even in such pictures: however uninteresting their subjects, there is some pleasure in the contemplation of the truth of the imitation. But to the painter they afford likewise instruction in his profession. Here he may learn the art of colouring and composition, a skilful management of light and shade, and, indeed, all the mechanical parts of the art, as well as in any other school whatever. The same skill which is practised by Rubens and Titian in their large works is here exhibited, though on a smaller scale. Painters should go to the Dutch school to learn the art of painting as they would go to a grammar-school to learn languages. They must go to Italy to learn the higher branches of knowledge.

"We must be content to make up our idea of perfection from the excellences which are dispersed over the world. A poetical imagination, expression, character, or even correctness of drawing, are seldom united with that power of colouring which would set off these excellences to the best advantage; and in this, perhaps, no school ever excelled the Dutch. An artist, by a close examination of their works, may, in a few hours, make himself master of the principles on which they wrought, which cost them whole ages, and perhaps the experience of a succession of ages, to ascertain.

"The most considerable of the Dutch schools are Rembrandt, Teniers, Jan Steen, Ostade, Brouwer, Gerard Douw, Mieris, Metz, and Terburg: these excel in small conversations; for landscapes and cattle, Wouwermans, P. Potter, Berchem, Ruysdael, Hobbema, Adrian Vanderveelde, Both, and Cuyp; and for buildings, Vanderheyden; for sea views, W. Vanderveelde jun. and Backhuysen; for dead and live game and birds, Weenix and Hondekoeter; for flowers, De Heem, Vanhuysum, Rachel Ruysch, and Breughel; and for

* The excellent Handbooks of Painting by Kugler (Italian schools edited by Sir Charles Eastlake, P.R.A., and German and Dutch schools edited by J. G. Crowe), and the recently published 'Handbook to the Public and Private Galleries of Holland and Belgium,' by Lord Ronald Gower, may safely be recommended as companions to those who visit the picture-galleries of the Continent.

interiors and perspectives, Peter de Hooghe. These make the bulk of the Dutch school.

"I consider those painters as belonging to this school who painted only small conversations and landscapes, &c. Though some of those were born in Flanders, their works are principally found in Holland: and to separate them from the Flemish school, which generally painted figures large as life, it appears to me more reasonable to class them with the Dutch painters, and to distinguish those two schools rather by their style and manner than by the place where the artist happened to be born.

"Rembrandt may be considered as belonging to both, or either, as he painted both large and small pictures.

"The works of David Teniers jun. are worthy the closest attention of a painter who desires to excel in the mechanical knowledge of his art. His manner of touching, or what we call handling, has, perhaps, never been equalled. There is in his pictures that exact mixture of softness and sharpness which is difficult to execute.

"Jan Steen has a strong manly style of painting, which might become even the design of Raffaele; and he has shown the greatest skill in composition and management of light and shadow, as well as great truth in the expression and character of his figures.

"The landscapes of Ruysdael have not only great force, but have a freshness which is seen in scarce any other painter. What excellence in colouring and handling is to be found in the dead game of Weenix!

"A clearness and brilliancy of colouring may be learned by examining the flower-pieces of De Heem, Huysum, and Mignon; and a short time employed in painting flowers would make no improper part of a painter's study. Rubens's pictures strongly remind one of a nosegay of flowers, where all the colours are bright, clear, and transparent."

So many changes have taken place in the situation and condition of the pictures described by Sir Joshua, both in private and public collections, since 1781, when he travelled, more especially in consequence of the French revolution, as to detract from the value of his work as a guide; and it would only confuse the reader to present it entire and in its original form. A careful arrangement and selection of the descriptions has therefore been made, after comparing them on the spot with the pictures as they exist; and they are here distributed in the places where the paintings are now to be found; while a great many works of art of the highest excellence, not seen by Sir Joshua, but added to the various collections since his time, are likewise enumerated.

§ 15. SOME PECULIARITIES IN DUTCH MANNERS, ETC.

A voyage round half the globe would scarcely transport the English traveller to a scene more strange and enlivening, or more different from what he sees at home, than that presented by the streets of a Dutch town. They are so thoroughly intersected by canals (*grachten*), that most of them might properly be termed quays, lined with houses and bordered with rows of tall trees. The canals swarm with the picturesque craft whose gilt prows, round sterns, and painted sides are rendered so familiar beforehand by the paintings of Cuyp, Vandervelde, and other Dutch artists. At intervals the canals are crossed by drawbridges (*ophaalbruggen*), by which a communication is kept up between one part of the town and another. The intermixture of trees, water, shipping, and houses; the bustle of loading and unloading vessels in front of the owners' doors; and the tall red-brick houses, with variously pointed gables and variegated tiles, so highly polished that they glitter in the sunshine, have a pleasing as well as novel aspect.

Mirrors.—One of the first things that will strike a stranger's eye in a Dutch town are the little mirrors (*spiegels*) projecting in front of the windows of almost

all the houses. They consist of two pieces of glass placed at an angle of 45° to each other, the one reflecting up, the other down the street. By means of this contrivance the Dutch lady may see all that passes outside, without the trouble of going to the window, or the necessity of exposing herself to the vulgar gaze; and, while she sits ensconced behind the gauze blind, may continue her knitting or sewing uninterruptedly.

Cleanliness.—It may appear paradoxical to say that cleanliness is carried to excess in Holland; but the passion for purifying really runs to such a height among Dutch housewives that the assertion is by no means groundless: everything has an air of freshness. It will be productive of some amusement to issue out into the streets of a Dutch town early on a Saturday morning. It is on the last day of the week that an extraordinary *schoonmaken* (cleaning) takes place. Every house door presents a scene of most energetic activity—the brushing and mopping, the scrubbing and scraping, are not confined to steps and doorways—the pavement, wall, windows, however guiltless they may be of impurity, are all equally subjected to the same course of ablution. Those spots which are out of the reach of hand or broom do not escape a well-aimed stream from the pipe of a small engine-pump, which is always reserved for such service. The unsuspecting stranger who walks the streets early in the morning is subjected to the danger of perpetual wettings. He looks up to ascertain whence the shower descends, and he perceives a diligent servant girl, stretched out of a window two-thirds of her length, and, with eyes intently turned upwards, discharging bowls full of water upon some refractory stain, imperceptible to all but herself. Spiders must stand a worse chance here than in any other country of the globe. Assiduous war is waged against them, the weapon in use being a broom as long as a boarding pike; and the forlorn attempt of a solitary spinner to establish himself in the corner of a window, to which elsewhere he might be supposed to have a prescriptive right, is immediately detected and scattered to the winds. The purification does not end without subjecting the instrument of cleanliness, the broom itself, however worn out or old, to a course of cleansing. Within doors equal purity and precision reign. In some parts of Holland, when a farmer or peasant of the better class receives a visitor, he is obliged to put off his shoes before he enters the house; but he is everywhere expected to clean them most carefully before admission is granted. In the dairies of North Holland, and especially in the far-famed village of Broek, the traveller will have the best opportunity of appreciating the full extent of Dutch cleanliness. It does not, however, require a long acquaintance with the Dutch to remark that this persevering and almost painful cleanliness is not always extended to their persons, especially among the lower orders, who indeed are not more cleanly than the same class in England.

One of the essentials of comfort for a Dutch lady is the *Vuur Stoof*, a square box, open on one side to admit an earthen pan filled with hot embers of turf, and perforated at the top to allow the heat to ascend and warm the feet: it serves as a footstool, and is concealed under the dress. The use of it is rarely dispensed with, whatever be the season, in doors or out—the citizen's wife has it carried after her by her servant to church or the theatre. Hundreds of these fire-pots may be seen piled up in the aisles of the churches.

To announce that sickness is in a house, the knocker is not tied up as with us, but a paper is stuck upon the door, containing the daily bulletin of the invalid's health, drawn up by a doctor, which prevents the necessity of ringing and the chance of disturbing the sick person when friends come to inquire after him. In two of the towns of Holland, Haarlem and Enckhuysen, when there is a "lady in the straw," a silk pincushion covered and fringed with plaited lace is exposed at the door—the sex of the infant is marked by the colour; if a boy red, if a girl white. The house which shows in this manner that the number of its inhabitants has been increased by a birth enjoys by ancient law and custom various

immunities and privileges. For a certain number of days nothing which is likely to disturb a lady so situated is allowed to approach it. It is protected from legal executions; no bailiffs dare to molest its inmates; no soldiers can be billeted in it; and, when troops pass it on the march, the drums cease to beat.

A sort of basket decorated with evergreen, ears of corn, bits of silk and tinsel hung out over a shop door, denotes the recent arrival of herrings, much prized as a delicacy by the Dutch.

Before a traveller has been many days in Holland he will probably meet in the street a man dressed in black, with a cocked hat and wig, a long crape hat-band, and a short cloak: he is called the *Aanspreker*, and his duty is, on the death of any one, to announce the event to the friends or connections of the deceased.

The *Kermis* (wake or fair) is a sort of Dutch carnival, and exhibits many peculiarities of character. The servant-girls, when being hired, always stipulate with their masters for a certain number of holidays or *kermis*-days. They swarm at these festivals in company with their "*sweethearts*;" indeed, sweethearts are sometimes hired for these occasions, so that the damsels who have not one for *love* may have him for money.

The Stork.—One of the peculiarities of Holland is the sort of veneration in which the stork (called *ooyevaar*) is held by the peasant inhabitants. These birds are not only never injured or disturbed, but a cartwheel or some other contrivance is often placed on the house-top for their use, if not expressly to invite them to settle, at least to prevent their becoming a nuisance, since otherwise the bird, attracted by the warmth of the fire, would naturally deposit the materials of its nest on the chimney-top itself, so as to stop it up, dirty the house, and perhaps set it on fire, which the owner prevents by a stand or rest so placed as to allow the smoke to escape from beneath it. Their huge nests may be seen perched on the roofs of farm-houses, and even in the town, on the edge of a gable, or near a chimney: it is considered a good omen to a dwelling and its inmates if the stork select it for its habitation; and to kill one of these birds is looked upon in hardly any other light than a crime. The main army of storks migrate to a southern climate about the middle of August, taking with them the young brood which they have reared. They return in the spring about the month of May. The old ones never fail to seek out their former nests. During a great fire, which, in 1536, destroyed a large part of the town of Delft, the storks were seen bearing away their young ones from their nest through the midst of the flames, and, where they were unable to effect this, perishing with them rather than abandon them. Several of the Dutch poets allude to this well-authenticated fact.

Nightingales, and singing birds in general, are also protected from molestation in Holland; and bird-nesting, and every other injury to the melodists of the wood, is severely punished by local *laws*.

§ 16. MUSIC—ORGANS.

"The lover of music fares meagrely in Holland. The operatic theatres at Amsterdam and the Hague are principally occupied (when open) by third-rate German, French, and Italian companies, which may be also met with in the smaller towns, shorn, of course, to provincial dimensions. But those who are 'curious in organs' will find much to interest them in Holland. The taste for mechanical devices, which has planted bleating clockwork sheep in *Mijnheer's* pleasure-garden, has indulged itself, with more dignity, in commissioning for the churches instruments grand in scale, and curious in the variety of their component parts. If Holland cannot be said to have possessed a school of organ-builders analogous, for instance, to the famous Alsatian family of the Silbermanns, yet the land possessed, during the last century, several men of renown,

such as Batti of Utrecht, Christian Müller of Amsterdam (the builder of the Haarlem organ), and Hess of Gouda. The organs at Haarlem, Rotterdam, Amsterdam, Gouda, Delft, and Utrecht (and I have been told also at Leeuwarden, Beverwijk, and Nijmegen), are all worthy of attention. There are many treatises on organ-building in Dutch. The players seem generally in no respect worthy of their instruments, yet the powerful and unisonal psalmody sustained by the full organ, and filling the lofty churches with a volume of rich and robust sound, treats those attending public worship to a musical effect such as I, at least, have heard in no other place."—*H. F. C.*

N.B.—To obtain admission to the churches of Holland, at times when they are not open for service, a fee of 15 to 35 cents is paid.

§ 17. AGRICULTURE.

Owing to the peculiar situation and the nature of the soil of Holland the agriculturist has to contend with many difficulties, and consequently to resort to many methods and resources not much attended to in other countries. Travellers, therefore, who take an interest in agriculture may observe much deserving of their attention. Dutch dairy-farms, too, have long been famous. A few of the more remarkable peculiarities and features of the agriculture of the Netherlands are here pointed out. Those who wish for further information on these subjects may consult the following works, from which these observations are extracted:—*On the Agriculture of the Netherlands, Agric. Journal*, vol. ii. pp. 43-64; vol. iii. 40-263. *Outlines of Flemish Husbandry—Library of Useful Knowledge. British Husbandry*, vol. iii.

The climate of the Netherlands, from the borders of France to the northern part of Holland along the coast and for 50 or 60 miles inland, differs little from that of Kent or Essex. It is warmer in summer and colder in winter than the central part of England. The quantity of rain which falls there is not so great, especially in winter, as in those parts of England which lie on the opposite coast; but the snow covers the ground for a much longer time. Hence a material difference exists in the time of ploughing and sowing.

The quality of the soil is various. Towards the N. part of Flanders and Antwerp, and the S. part of Holland, it is very barren. If it were not for a small portion of mud occasionally mixed with this soil, the water would freely percolate through it, and no vegetation could be supported. In proportion to the quantity of the mud, which is a very fine clay, with a portion of decayed shells and organic matter, the soil is more or less fertile; and when the mud enters largely into it, a rich compact loam is formed. In many places there are alternate narrow strata of sand and loam, which being mixed together form a very productive soil.

When the sand is deep, with little or no loam near the surface, it is a tedious process to bring the land into cultivation. Much of the sandy heaths which lie between Antwerp and the Maas remain in a state of nature, producing nothing but scanty tufts of heath interspersed with a few very coarse grasses. Some spots have been brought under cultivation by the most indefatigable industry. By trenching and levelling, mixing the heavier soils with the sand, by a careful addition of manure both solid and liquid, and by first sowing such plants as will grow on this barren soil, a stratum of productive soil is gradually collected. If manure cannot be had, broom is first sown. This grows on the most barren soils; in three years it is cut for fagots for the bakers and brickmakers. It has somewhat improved the soil, which is next sown with buckwheat, or even with rye. After this, clover and potatoes follow; and these crops furnishing manure, improvement goes on rapidly. If about 20 small cart-loads of dung can be brought on each acre of the newly-trenched ground, the progress is much more rapid.

Potatoes are then the first crop. Then follows rye, after the land has been manured to the same extent as before. In this clover is sown in the succeeding spring. After rye comes buckwheat, without any manure; then potatoes again, manured as at first; and the same rotation of crops follows.

It is evident how important a good supply of manure is to success in cultivating such land. The most rapid improver of loose sands is liquid manure. Accordingly, the greatest attention is paid to the collection and preparation of manure, more especially of liquid manure. Every farm has one or more capacious tanks, whose construction will be found worthy of the attention of the agriculturist. The instruments of tillage are few and simple, especially the ploughs, which, however, are well adapted to the light soil of the country. An instrument, called a *tratneau* in Belgium, is used to level the surface of the light soils, without too much compressing them. A rodded hurdle is also used for the same purpose. The harrows are mostly triangular, with wooden teeth set at an acute angle forwards. The *mollebart*, which is used in the levelling of newly-trenched land, is an instrument peculiarly Flemish or Dutch: it is a very large wooden shovel, in form like a housemaid's dustpan, with a stout long handle. To fully understand its use, it must be seen worked by a skilful hand. The spade and shovel are also largely used in the tillage of the Netherlands. Considerable attention is paid in the Netherlands, but especially in Flanders, to a proper rotation of crops. The rotations observed are founded on long experience. Manure, both solid and liquid, is applied constantly to the soil in great abundance. It is by this means that the character of the poor soils becomes in a few years entirely changed. Great attention is paid to the choice of seed. The quantity of seed on a given extent of land in the Netherlands is much smaller than it usually is in England. This is owing to the greater attention paid to preparing the land for receiving the seed. The surface is brought to a finer tilth, by repeated harrowing with light wooden harrows. Mixed seed is sometimes sown, as a mixture of wheat and rye, which, indeed, is known in Yorkshire, where it is called *maslin*, (a kind of bread which was generally eaten in the North from 1250 to 1820). In Flanders it is called *meteil*. The sowing of carrots amongst a growing crop is peculiar to the Netherlands. The Friesland oats are well known in England as of a very good quality for brewing, and great crops of them are raised in the rich alluvial soils of Holland. Chicory is much cultivated, the dried roots of which are roasted and used instead of coffee. The root contains a strong bitter, and is used instead of hops in beer. It is sown about the beginning of April, and the roots are taken up in September, and are then of the size of a small carrot. The leaves, if eaten by cows, give a bad taste to their milk. Flax, hemp, and the oily seeds, especially colza or rape, are also extensively cultivated in the Netherlands. In many parts of the Netherlands, owing to the constant presence of water, the soil is better calculated for meadows than arable land. In these meadows, especially in N. Holland and Friesland, a very fine breed of milch-cows and oxen is fed. The quantity of butter exported (chiefly to England), and its value in foreign markets, prove that the operations of the dairy are well conducted. The rich soil, no doubt, gives a good quality to the butter; but this is not the only cause of its superiority. The extraordinary cleanliness of every part of a dairy, and its furniture, show the unremitted attention of the dairywoman. Besides this, the stables, the cows, and even the litter, are kept so clean that it is a pleasure to walk through them; and the family often make one end of the cow-house their usual sitting-room, having a fire-place at one end, and always at least one comfortable bed for a labourer or servant, who always sleeps in the cow-house.

The arrangement of a Dutch dairy is as follows:—The building is generally like a large barn, with a roof coming to within 7 or 8 feet of the ground, sometimes tiled or slated, but more often thatched with reeds, which make it warm in winter. Through the middle, from end to end, is a space 10 or 12 feet broad,

paved with hard bricks. The heads of the cows are placed towards this middle space, from which all their food is given to them in a shallow trough made of bricks, with a gentle fall from end to end to allow of sweeping and washing. As straw is scarce, the cows lie on smooth bricks laid sloping, and slightly hollow in the middle; and their beds are made of such a length, that when the cows stand their tails hang over a gutter to receive the dung and urine. The cleanliness is carried to such a degree, that in many cow-houses there are pulleys, and lines over them, with a weight at one end, the other being fastened to the end of the tail of a cow to keep it up, and prevent its dipping into the gutter behind. Everything which falls from the cow is swept away immediately, and the water arising from the constant washing of every part of the cow-house runs into a tank, and serves to dilute the dung, which, after a time, is pumped up, and either carried in water-carts to the meadows, or mixed up with earth and the litter of the horses into compost.

The cows usually come into their winter quarters in November, and are put out to graze in May, if the weather is mild. When first the cows are let out into the meadows, a piece of coarse cloth is put over their loins, and tied round their bodies, to prevent the injurious effects of cold dews and fogs.

The milk-room is almost always vaulted, and sunk somewhat under the level of the ground. The floor is laid with porous tiles, and, being kept wet, the evaporation keeps the cellar cool. The milk is brought from the cow-house in large brass vessels in the shape of the Etruscan water-cans, which, when full, carry the milk without much shaking. Salt is added to the butter as soon as made: no Dutchman would touch butter which had no salt in it, however fresh it might be. The butter made in summer, when the cows feed in the pastures, is of a very fine golden colour and agreeable taste. When the pastures are not so rich, this colour is sometimes given artificially, but the natural colour cannot be imitated so as to deceive any but the inexperienced.

The best Dutch cheese is a new-milk cheese made near Gouda, and called *Gouda cheese*. The little round cheeses are made near Edam. Some of the cream has been subtracted and made into butter, and the cheese is what would be called half-meal cheese in England. It is very strongly salted by soaking it in brine. The common skim-milk cheeses have seeds of cummin mixed with the curd, and are made of the size of our Cheshire cheeses. It is a poor cheese, and seldom exported.

Very large cattle are fattened in the rich meadows of N. Holland. They have large bones, and are deficient in some points considered essential by the feeder for a cattle show; but the chief object of the breed is milk. The meat is excellent. Large quantities of oxen and sheep are exported to England, in steamers which take no other cargo, chiefly from Harlingen. The cattle-plague introduced from Russia has tended to injure the Dutch herds.

The sheep of the Netherlands are almost universally large, long-legged animals, with dropping ears, which have nothing but their size to recommend them.

The horses in the Netherlands may be divided into two distinct breeds,—the heavy Flanders horses, which are either light chestnut coloured, with white tails and manes, or roan. They are bulky and inactive, and inferior to the Suffolk punch, which breed, no doubt, came originally from Flanders, but has been improved by care in breeding. The Friesland horses are mostly black, and some of them are very strong and active, and will do much work and draw very heavy loads. A breed of very fast trotters is encouraged by trotting matches. The Dutch waggons are light, with a very narrow track, to accommodate them to the narrow roads on the tops of the dykes. A pole would be a great incumbrance in turning within a very narrow space; hence a curious substitute has been adopted. A very short crooked pole rises in front, and the driver directs it with his foot. A person unaccustomed to its use could never drive a Dutch waggon, which re-

quires great skill and judgment to steer it. A drunken driver is discovered a long way off by the oscillations of his waggon, which frequently runs off the dyke, and is overturned into the ditch on either side, the horses having no power to keep it straight when the crooked pole has not a steady foot to guide the front wheels. The Dutchmen usually make their horses trot in the waggon when not heavily loaded.

ROUTES THROUGH HOLLAND.

ROUTE 1.

LONDON TO ROTTERDAM.

Distance about 210 miles.

Steamers.—*Great Eastern Railway Company's* tidal service from Bishopsgate Street Stat. viâ *Harwich*, Tues., Thurs., Sat.; time 15 hrs. Through fares—1st class 1l. 5s., 2nd class 15s. (Return tickets may be used viâ Antwerp.)

General Steam Navigation Company, from St. Katharine's Steam Wharf, Wed. and Sat.; time 22 hrs. Fares 1l. and 15s.

Netherlands Steamboat Company, from Brunswick Wharf, Blackwall, Sat. and Wed.; from off the Tower, Thurs.

Also steamers from *Grimsby*, in connection with Manchester, Sheffield, and Lincolnshire Railway Company from *Hull* and from *Leith*.

The Maas (French Meuse) is the estuary through which a large portion of the combined waters of the Rhine and Meuse find an outlet to the sea 18 m. below Rotterdam. The bar at its mouth is difficult to pass at low tide, when there is but 7 feet of water upon it. The first appearance of Holland exhibits nothing but a strip of land on each side, literally "a willow-tufted bank," barely raised above the water.

The low sandy mud-bank projecting into the sea on your left as you enter the Maas is called the Hoek van Holland (corner of Holland).

1. *Brielle*, a small fortified town, Pop. 4300, soon appears in sight. Here custom-house officers come on board to examine passengers' luggage. There is a ferry over the Maas at this place, and the pilots, who carry vessels up the river, reside here. It was the birthplace of Admiral Tromp, and is historically remarkable as the first place which fell into the hands of the Dutch; having been taken from the Spaniards, 1572, by a bold attack of the Water Gueux, under the command of William de la Marck. It may thus be considered as the nucleus of the Dutch United Provinces. This exploit was the first instance of open resistance to the power of Philip II. of Spain, and led the way for the liberation of the country from the Spanish yoke. In 1585 Brielle was delivered up to Queen Elizabeth as one of the cautionary towns, and remained in the hands of the English till 1616.

About 5 miles above Brielle is the entrance to the Canal of Voorden, 7 m. long, crossing the island of Voorn, by which large vessels pass from the Maas to the harbour of Hellevoetsluis, and avoid the shallow bar at the mouth of the Maas. The largest vessels reach the sea in two days from Rotterdam. At Hellevoetsluis

(Pop. 4300), which is at the S. end of this canal, are two great docks and a Royal arsenal. It is the naval station of the Dutch on the S., being to Rotterdam and the mouths of the Rhine and Maas what the Helder is to Amsterdam and the Zuider-Zee. William III. embarked there for England in 1688.

rt. Higher up is Vlaardingen (Pop. 8400), the head-quarters of the Dutch Herring Fishery, for which it fits out annually from 100 to 150 vessels; the total number from the whole of Holland in the present state of the fisheries falls short of 300. On the 10th or 11th of June the officers employed in the herring fleet repair to the *Stadhuis*, and take an oath to obey the laws of the fishery; on the 14th they hoist their flags, and go to church to pray for a prosperous season; on the 15th they set sail, and the day is kept as a holiday by the townspeople. The fishery lasts from June 2 till October 30. The fish first caught are sent off in swift-sailing yachts to Holland, where their arrival is awaited with the most anxious expectation. Watchmen are set on Vlaardingen steeple to look out for the vessels; the cargo usually sells for 800 florins, and the first kegs of herrings are sent to the King of Holland and his ministers. Still nearer to Rotterdam, though not at the river side, is *Schiedam*, famous for its distilleries of the finest Geneva. (See Rte. 2.)

At a turn of the river Rotterdam comes suddenly into sight. The Maas in front of the town is from 30 to 40 ft. deep, so that the largest vessels approach close to the houses, and the steamers land their passengers on one of the fine quays forming the frontage of the river. The first of these is the *Willems* or *Weste-kade* (West-quay); the second, the *Old Quay*, is called the *Boompjes* (from a row of young elms, *boompe* signifying *little tree*), and the third, the *Ooster-kade* (East-quay)—the three extending upwards of 2 m. Some of the best houses are situated on these handsome quays.

ROTTERDAM.—Inns: Hotel Victoria, on the West-quay, Bath Hotel, on the Boompjes, near the steamers—table-
[H. & B.]

d'hôte at 4; including vin ordinaire, 1½ guilder; beds, 1 to 1½ guilder;—*Hôtel des Pays-Bas*, *Korte Hoogstraat*;—*Hotel Verhaaren* and *Hotel Weimer*, *Spaansche Kade*; *H. de l'Europe*, in the *Zuidblaak*, near the Post Office. (See Intro., § 4.)

Rotterdam, the second city of Holland in population and commerce, lies on the rt. bank of the Maas; and is distant about 18 m. from the sea (pop. 116,240). It is built in the form of a triangle, one side of which rests on the Maas. The three principal canals called *Leuve*, *Oude*, and *Nieuwe havens* (harbours), open into the Maas, and communicate with the various canals which intersect the town; the tide rises commonly 10 or 12 feet.

At the upper end of the Boompjes the Maas is crossed by the *Bridge*, of 9 spans, conveying the railway to Dordrecht, after it has traversed the centre of the town on a lofty *Viaduct*.

The communication between different parts of the town is maintained by a great number of handsome iron balance bridges, and a few clumsy draw-bridges suspended by heavy beams of wood overhead. The canals serve as docks, being deep enough to admit vessels of large burden close to the houses and magazines of their owners. Its ready access to the sea gives Rotterdam a great advantage as a port; and since the separation from Belgium it has rapidly risen in wealth and population, at the expense of its rival Antwerp. Indeed, Rotterdam and Hamburg now form the great inlets and outlets of Germany. The foreign commerce of Rotterdam chiefly depends on the connection with Java, Sumatra, &c., and that trade at present employs nearly 200 of the finest class of merchant-ships. The West India trade, carried on with Surinam, is reviving. Much corn is brought down the Rhine from the interior of Germany, mostly for re-shipment to England. Nearly a million bales of Java coffee are sold here and at Amsterdam annually, chiefly to Russian and German houses.

A stranger who has never seen a Dutch town will be struck with the novel and picturesque combination of

water, bridges, trees, and shipping, in the heart of a city. He will remark the quaint buildings, with gables facing the street, and often overhanging the foundation more than a foot; the canals traversed by innumerable drawbridges opening and shutting to allow the passage of vessels; the wooden sabots of the peasants; the brass milk-pails, glistening like polished armour; the little mirror fastened before the window of every house (§ 15); and the rude busts of Turks' or Moors' heads in front of the druggists' shops, called, from their open mouths, *Gapers*.

An enormous dyke or *dam*, erected at the junction of a small stream called the *Rotte* with the *Maas*, whence comes the name *Rotterdam*, passes through the centre of the town. It originally protected the country behind it from inundations during high tides of the *Maas*. The *Hoogstraat* (High Street) stands upon this *DAM*; and the newest part of the town is built on the ground extending between it and the *Boompjes*, and gained from the *Maas* since the dam was erected.

The handsome block of buildings, including the *Yacht Club*, at the W. end of the town, *Weste* or *Willems Kade* (here many of the steamers land their passengers), stands on what was a mudbank before 1850, while at the E. end, beyond the new bridge, a piece of ground taken from the river is occupied by the *Rhenish Railway Station* and other buildings. Here also is the wharf for inland steamers. The dock for large ships is at the W. end, near the park.

The *bronze Statue of Erasmus*, erected 1850, who was a native of this place, stands on a wide bridge over a canal, which serves the purposes of a market-place, called the *Groote Markt*, near the centre of the town. Erasmus's real name was *Geraerd Geraerds*, which, in accordance with the custom of the learned of his time, he Latinized into *Desiderius Erasmus*. The house in which he was born (1467), now a gin-shop, No. 5 in the *Wijde Kerk Straat*, leading to the Great Church, bears a small statue of the scholar.

The *Great Gothic Church of St.*

Lawrence, Groote Kerk (built in 1472), of brick, contains the monuments of the Admirals *de Witt* and *Cortenaer*, and Rear-Admiral (*Schoutbijnacht*) *van Brakel*, all erected to their memory by the States-General, and bearing epitaphs in Dutch verse. The very fine *Organ*, finished about 1840, according to some is superior in size and tone to that of *Haarlem*, the largest metal pipe being 36 ft. long and 17 inches in diameter, and the number of stops 90, and of pipes 6500! It is 90 ft. high. The organist will play at any time in consideration of a fee of 10 guilders for the hour. They who do not intend to visit *Haarlem* will do well to hear this instrument. The tower affords an extensive view of the country around, which, in the direction of *Delft* and *Gouda*, as in many other parts of *Holland*, is almost equally divided between land and water. It is truly debateable ground—intersected in all directions by canals and trees in straight avenues, its flat surface dotted with farm and summer houses, while an occasional steeple and a number of windmills, with the towers of *Delft*, *Hague*, *Utrecht*, and *Amsterdam* in the far distance, alone break the level line of a Dutch horizon. Charge for ascending 60 cents.

The *Exchange* is a plain square stone building, now roofed in with glass supported on iron columns, where business is transacted daily at 1 (scientific persons visiting Rotterdam should see the collection of philosophical instruments, and the library, in the room above it).

The *Stadhuys* or *Town Hall* is a building with a Composite portico;—and the house formerly occupied by the East India Company, on the *Boompjes*, has been turned into warehouses since the company was broken up. The philosopher *Bayle*, when exiled from France, ended his days here, in one of the houses on the *Boompjes*, 1706.

A fine bronze monument of *Gysbert Karel van Hogendorp*, born here 1762, died at the *Hague*, 1834, by *Joseph Geefs*, 1813, will be found in the *Hogendorp Plein*, just behind the Museum.

The *Museum*, founded by *Jacob Otto*

Boymans (died 1847), at the end of the Korte Hoogstraat, contains about 300 interesting paintings, among which are several by *Albert Cuyp*; "The Union of the Associated Provinces," by *Rembrandt*; a portrait by *Rubens*; two large pieces by *Ary Scheffer*, "La Coupe de Nappe," and "Le Larmoyeur." Also two heads of infants—two by Philip Wouwerman, one by Jan Wouwerman. The Museum is open every day except Monday. On Sundays, from 11 to 4, fee 5 cents; other days, from 10 to 4, fee 25 cents. Catalogue, 50 cents.

The *English Episcopal church*, at the E. end of the Haringvliet (service at 11 and 6.30 every Sunday), was erected 1706 by subscriptions from English residents of 8000*l.*, to which Queen Anne contributed 500*l.* and the Duke of Marlborough 100*l.* It was used by Napoleon as a stable for his horses. *Scotch Presbyterian church* on the Schottische Dijk Vasteland, erected by the Scotch residents in the 17th centy. (service 10.30 and 6.30), and an *English Presbyterian church* in the middle of the Haringvliet (service at 10.30 a.m.). This, though served by ministers from Great Britain, forms part of the National Church establishment, the salary being paid by the Dutch Government.

Travellers should drink Selser water, and avoid the water of the Maas. (See *Introd. Remarks*, § 6.)

In the suburbs are many places of entertainment, with *Gardens*, not unlike tea-gardens in England, except that some of them are frequented by the higher classes of citizens, and partake of the nature of a club. Here are found billiard and ball rooms, skittle-grounds, refreshments of various kinds, and much smoking.

At the W. end of the town is the *New Park*—beautifully laid-out grounds, much frequented by the public during the summer. On Wednesday evenings military concerts, as also on Sundays at 1, when the ladies of Rotterdam come forth, in all the glories of dress, and parade. Within this park is a *statue*, in white marble, of the Dutch popular poet—the poet-merchant—*Tollens*. Outside the *Delft* gate, and adjoining

the rly. stat., are the *Zoological Gardens* (50 cents admission). Beautiful birds from Java and Celebes.

A steam ferry-boat plies across the Maas to *Fijenoord*, where are extensive steam shipyards and building-docks employing 700 men: *Bridge* in progress. The island of IJsselmonde, which here forms the l. bank of the Maas, though but 15 m. long by 7 wide, is said to be surrounded and intersected by dykes measuring 200 m.

The annual Kermis, or fair, begins on the second Monday in August, and lasts a week.

Physicians: Drs. Van der Pant and Maury.

English and Foreign Books, including Maps and Handbooks, will be found at *Kramers's Library*, Gelderschekade.

At the Zuid Hollandische Koffijhous and at the *Clubs* (Amicitia, Doelen, Lees Kabinet) English and Continental newspapers are taken in; a stranger may be introduced by a member.

This was the native place of Adrian van der Werf, 1659, and Zachtleeven, 1609, painters; of James Crofts, Duke of Monmouth, son of Charles II. by Lucy Waters, 1649, and Grinling Gibbons, wood carver.

The new *Post Office* (Postkantoor) is a handsome edifice on the Zuidblaak, near the Exchange.

Railways—a. *Hollandsche Spoorweg* Stat., N.W., to the Hague, Haarlem, Amsterdam, &c. (see Rte 2).—b. *Rijn Spoorweg* Stat., N.E., to Gouda, Utrecht and Germany (see Rte. 10) or Amsterdam (Rte. 5).—c. *Belgien and Dordrecht Spoorweg* Stat., S., to Moerdijk (see Rte. 12) for Flushing, Antwerp, or Breda. A new Station connected with the Viaduct and Maas Bridge.

Steamboats daily to Nijmegen in 8-10 hrs. (Rte. 11); to Moerdijk in 2 hrs.; to Middelburg, in Zealand, in 9; nearly every hour to Dort in 1½ hr.; to Gouda and back daily; weekly to Havre and Dunkirk; to Harwich 6 days in the week; to London, Mond., Tues., and Saturday; to Antwerp daily, in 9 hrs. (Rte. 12); to Bois-le-Duc ('s Hertogenbosch) daily, in 8 hours; to Hull every

Wednesday and Saturday; to Newcastle, Glasgow and Leith every Saturday.

Cabs (vigilantes) await the arrival of every train and steamer; *fare*, to or from the stat., 60 cents—baggage 15 cents extra.

ROUTE 2.

ROTTERDAM TO AMSTERDAM, BY DELFT,
THE HAGUE, LEIDEN, AND HAARLEM.
(RAILROAD.)

Distance 52 m.. 9 trains daily; time $2\frac{1}{2}$ hrs. 14, = $\frac{3}{4}$ hr., to the Hague.

This Rly. (The Hollandsche Spoorweg; Termin outside the Delft gate) was the first constructed in Holland (1839). It is so narrow that passengers are warned against putting their heads out of the windows in passing under bridges.

The old road to Delft is pleasantly varied with villas and gardens, and runs for a considerable distance alongside of the canal, as indeed is the case with most roads in Holland.

2 m. *Schiedam Stat.*—(Inn, Doelen.) The town is on the Schie to the l., surrounded by windmills, and enveloped in everlasting smoke, rising from its 300 distilleries of gin (jenever, i. e. juniper). Though of little interest to the passing traveller, Schiedam is one of the wealthiest cities of Holland, arising from the great extent of its shipping and manufactories. The human inhabitants of the town are 19,325, whilst its porcine population amounts to 40,000. (See Rte. 1.) The cattle hereabouts are fed on the grain from the distilleries, hence the *tubs* placed in the fields.

6 m. *DELFT. Stat.*—(Inns, *Hertog Bolk*; *Casino*.) On the Schie, pop. 23,365; said to derive its name from *delfen*, to dig. This town, "the parent of pottery," has been supplanted, even in Holland itself, in its chief article of produce, to which it has given a name (Delft-ware, in Dutch *plateel*), by the superior manufactures of England, and the improved taste introduced by Wedgwood in the making of pottery. All the earthenware now made here is of the coarser kind, and employs very few persons.

The government has a school here for training candidates for the East Indian engineering and civil service.

The streets appear empty and dull, but there is enough to amuse a traveller for an hour or two.

The *Townhall (Stadhuis)*, in a fine market-place, is a modernised building, in the Dutch style (17th cent.?), of stone. In the centre of the roof rises a square Gothic tower. There is a collection of pictures.

The *New Church* (1381) in the great square contains the costly monument, clustered with columns and rich in marble, but in very bad taste, erected by the United Provinces to the memory of William I., Prince of Orange, who was murdered at Delft, 10th July, 1584. Pepys styles it "a stately tomb of marble and brass, wherein, among other varieties, there are the angels with their trumpets, expressed as it were crying." William's statue in marble, in his robes, reclines upon the tomb; and at his feet is the figure of his favourite little dog, whose affection saved his master's life from the midnight attack of some Spanish assassins, who had planned to murder him while asleep in his camp, near Mechlin, 1572. The Spaniards, advancing stealthily under cover of the darkness, had nearly reached the tent, when the vigilance of the dog, whose instinct appears to have told him that they were enemies, detected their approach. He instantly jumped upon the bed, and, by barking violently and tearing off the clothes with his teeth and feet, roused his master in time to enable him to escape. There is a second and better

statue of the prince under the arch at the head of the tomb, seated, in full armour. Beneath is the burial-vault of the present royal family of the Netherlands. Here also is the simple monument of HUGO GROTIUS (de Groot), who was born at Delft April 10, 1583, and is interred in this church. Fine organ, and *Chimes*.

In the *Old Church* (Oude Kerk), which has a leaning tower, is the monument of Admiral Tromp, the veteran of 32 sea-fights, who conquered the English fleet under Blake, in the Downs, 1652, and afterwards sailed through the channel with a broom at his mast-head, to signify that he had swept the sea of the English. He was killed at last (1656), in an engagement, represented in relief on his tomb, between Schevening and the mouth of the Maas, in which the English were victorious. "His epitaph is concluded thus:—'*Tandem bello Anglico tantum non victor, certe invictus, vivere et vincere desiit.*' There is a sea-fight cut in marble, with the smoke the best expressed that ever I saw in my life."—*Pepys*. In the same church are buried Piet Hein, who from a fisher-lad of Delfshaven rose to be admiral, captured the Spanish silver fleet, and died for his country; and A. van Leeuwenhoek, who first discovered microscopic animals, also a native of Delft. The Grand Pensionary Heinsius, the friend and fellow-councillor of Marlborough and Eugene, was also born here.

The house in which William Prince of Orange (born, 1533, at Dillenburg in Nassau) was assassinated, is nearly opposite to the W. end of the Old Church; it is called the *Prinsenhof*, originally the Convent of St. Agatha, and is now a barracks. After crossing the court, a small door on the rt. leads to the spot where the murder was committed. The identical staircase which the prince was about to ascend after dinner, and the passage where the murderer Balthazar Gérard stood—so near to his victim that the pistol must almost have touched his body—will assuredly be looked upon with interest by every traveller. An inscription, on a stone let into the wall, records the

event; and 3 holes, bored in another stone below it, pass for the actual marks of the poisoned bullets which killed him. He expired in the arms of his sister, and his wife (daughter of Coligny, who had been murdered at the St. Bartholomew massacre). The last words of the hero were, "*Mon Dieu, aye pitié de moi et de ce pauvre peuple!*" The assassin was a native of Burgundy, and an avowed agent of Philip II. of Spain and of the Prince of Parma, Alex. Farnese. William had escaped 8 successive murderous attempts, all coming from the same quarter. In the month after his assassination the states of Holland met at Delft, and placed his son Maurice, then a youth of 17, at the head of affairs. (See Motley's '*United Netherlands*.')

On an island surrounded by canals, near the entrance of the town, is the State *Arsenal*, an extensive and gloomy building, looking like a fortress, and ornamented with the arms of the ancient Dutch republic. It was originally the Dutch East India House. Near the *Prinsenhof* is the *College*, where the engineers of the *Water Staat* (§. 9) receive instruction in all matters relating to the dykes, dams, and drainage of Holland—an important branch of the national service.

It is interesting to remember that from this small port set forth *The Pilgrim Fathers*, 1620, embarking here on board the "*May Flower*" and "*Speedwell*," to found the settlement of New England.

Okey, Barkstead, and Corbet, the regicides, settled at Delft. They were seized in an alehouse here by Sir George Downing, the English envoy at the Hague, sent to London, and executed at Tyburn.

Between Delft and the Hague (about $4\frac{1}{2}$ m.) the *trekschuit* will be found an agreeable and good conveyance. The canal from Delft to Leiden is by many considered as being the Fossa Corbulonis, and probably a part of the ancient excavation of the Roman Corbulo made to unite the Rhine and the Maas. (See *Tacitus, Annal.*, 11, 20.)

The country is even more thickly spread over with cottages, villas, country seats, and gardens. (§. 13) than on

the other side of Delft. On the left of the canal and high road, but on the right of the railroad, appears the spire of the church of *Ryswyk*, near which Treaties of peace were signed (1697) between the Empire, England, France, Holland, and Spain, in a house of the Prince of Orange, removed (1783); its site is marked by an obelisk.

6 m. THE HAGUE *Stat.* on the S. side of the town (La Haye, in French; 's Gravenhage in Dutch; der Haag in German.)

Omnibuses to hotels. *Cab* fares from *stat.* to any part of town, 2 pers. 80 c., 4 pers. 1 guld.

Inns: *H. Bellevue*, well situated, facing the park, near the Museum and English Chapel; bed, 1 gr. 50 c.; table-d'hôte at 5, 2 gr.; tea, 60 c.; breakfast, 70 c.; wax lights, 40 c. *H. Europe*, Lange Houtstraat, close to the Museum; table-d'hôte: *Maréchal Turenne*, good. *Hotel Paulex* (Heerenlogement), opposite Theatre, comfortable; good table-d'hôte. **Oude Doelen*, in the Toornooiveld Square, very comfortable; table-d'hôte 5 P.M. (Doel is the Dutch for a mark to shoot at, and Doelen is a shooting-ground.) *Keizershof* (Imperial Hotel); *Twee Steden* (Two Towns), in the Buitenhof Square.

Pop. 93,000 (26,000 Rom. Cath.).

Though long the residence of the Stadholders, and now of the King of the Netherlands, up to the beginning of the present century the Hague ranked only as a village, because it had neither corporation nor walls, and did not return members to the States General; King Louis Bonaparte, however, conferred on it the privileges of a city. Other Dutch cities owe their rise to commerce or manufactures; this to the residence of a court, the presence of the Government and States General, and the abode of foreign ministers. Its origin may be traced to a hunting-seat of the Count of Holland, built here in 1250; and its name to the *Count's Hedge* ('s Graven Hage) surrounding the park. Since 1850, this city has made perceptible progress in comfort and luxury. Canals have been drained and converted into handsome streets; stately mansions

and villas have been erected, and gardens and parks laid out with profusion.

The principal streets are, the Voorhout, lined with trees and bordered with splendid hotels; the Prinsessegracht, Kneuterdijk, and Noord Einde. The Vijverberg (the fish-pond hill) is a square or place, with avenues of trees forming a shady promenade on the one side, and a piece of water on the other. In Holland alone would so gentle a rise be dignified with the name of a hill. Fresh water is supplied to this pond by steam-pumps. The slight current thus produced in the canal enables them to discharge into the Maas at Rotterdam.

On the S. side of the Vijverberg stands the *Binnenhof*, once the "inner court" of the Count's palace, an irregular red-brick building of various dates, entered over drawbridges. The Gothic hall in the centre of it, now used for the drawing of the lottery (*Loterijzaal*), and criminal court (*Hoog Gerechtshof*), is the oldest building in the Hague, and the only remaining fragment of the original palace of the Counts of Holland. It is a fine room, with a Gothic hammer-beam roof of wood, rude but somewhat in the style of that of Westminster Hall. It possesses some interest in an historical point of view; since, upon a scaffolding erected opposite to the door, on a level with the top of the steps, the virtuous and inflexible Barneveld, Grand Pensionary of Holland, was beheaded in 1618, at the age of 72. This event is a stain on the character of Prince Maurice of Nassau; but it is not true, as some have asserted, that he looked on from a side window during his rival's execution. The people beheld it with tears; and many came to gather the sand wet with his blood to keep it carefully in phials. The Chambers of the States General or Dutch parliament, and several of the public offices, are situated in the Binnenhof. The public are freely admitted to the debates of both Chambers.

Between the Buitenhof (Outer Court) and the Vijverberg is an old gate-tower (restored), called *Gevangenpoort* (prison-gate), remarkable as the place in which Cornelius de Witt was confined, 1672, on

a false charge of conspiring to assassinate the Prince of Orange. The populace, incited to fury by the calumnies circulated against him and his brother John, the Grand Pensionary, broke into the prison at a moment when the latter had been enticed hither by a report that his brother's life was in danger, dragged them forth, and literally tore them to pieces, with ferocity more befitting wild beasts than human beings. The State Prisons, besides the interest they possess from historical associations, are curious, on account of "the tortures inflicted on the prisoners (within the last two centuries), not surpassed in cruelty even at Venice in its worst times: the rack, the pulley, the oubliettes, &c., are still shown."—*L. Fm.* A few yards from the spot where the De Witts were murdered, in the Kneuterdijk, opposite the Hertogstraatje, may be seen the modest mansion of the Grand Pensionary De Witt, who, though the first citizen of the richest country in the world, and perhaps the profoundest statesman in Europe, baffling the encroaching policy of France, and frightening London with the roar of his cannon in the Thames, was never seen in public but in the most homely dress, kept only a single servant, and rarely made use of a coach. Barneveld lived in a house which now forms part of the hotel of the Minister of Finance in the Lange Voorhout.

*The Royal Museum or *Picture Gallery* is situated in the building called Maurits Huis, from Prince Maurice of Nassau, Governor of Brazil, and afterwards of Cleve, by whom it was built. It stands between the Plein and the Vijver, and is open to the public daily, except Sunday, from 9 to 3. On Saturday it closes at 1; Sundays and holidays, admission by tickets only, giving the door-keeper a *guilder*.

The Picture Gallery is almost entirely confined to the works of Dutch masters, and contains some of their finest productions. Catalogue 50 cents.

N.B.—In the last week of April the gallery is closed, in order to be cleaned, and the pictures are taken down.

The most remarkable pictures are arranged in alphabetical order in the following list,—

Berghem: An Italian View.—Banditti robbing a Caravan: excellent.

Ferdinand Bol: Portrait of Admiral de Ruyter.

John Breughel: "Two pictures of flowers and fruits, with animals; one serves for a border to a bad portrait (?), the other (called the Flight into Egypt) to a picture of Rottenhamer: the frames are much better than the pictures."—*R.* Figures by *Rubens*. Paradise. The largest and best of Breughel's pictures on this subject: see Kugler.

Gerard Douw: A Woman sitting near a window, with a child in a cradle; a very pleasing picture.—"A woman with a light." *R.* Very highly finished.

Albert Dürer: Two portraits, said to be of Laurence Coster, the inventor of printing, and P. Aretin.

De Heem: "Fruit, done with the utmost perfection." *R.*

Van der Helst: Portrait of Paul Potter, taken a few days before his death.

Hoefgeest (a rare master): The tomb of William Prince of Orange in the New Church, Delft. "It is painted in the manner of De Witt, but I think better." *R.*

Holbein: A small portrait of a man with a hawk; on it is written Robert Cheseman, 1533. "Admirable for its truth and precision, and extremely well coloured. The blue flat ground behind the head gives a general effect of dryness to the picture: had the ground been varied, and made to harmonise more with the figure, this portrait might have stood in competition with the works of the best portrait painters." *R.*—Jane Seymour.—A portrait called Sir Thomas More; on it is the date 1542: it is quite unlike Sir T. More, who was beheaded 6 July, 1535:—fine portraits.

Hondekoeter & Weenix: One or two admirable specimens of these masters, representing birds and game alive and dead.

Van Huissum: Fruit and flower pieces.

Keyzer: Four Burgomasters of Amsterdam deliberating on the reception

of Mary de Medici into their city. "A very good picture."—A small full-length of a Magistrate in black: excellent.

Lingelbach: The Departure of Charles II. from Scheveningen for England in 1680.

Metzu: Emblematical representation of Justice.

F. Mieris: Boy blowing bubbles. "Dutch gallantry: a man pinching the ear of a dog, which lies on his mistress's lap." *R.* Called in the catalogue, The Painter and his Wife.

A. Van Ostade: "The exterior and interior of a cottage."

Paul Potter: ** Young Bull—his masterpiece, remarkable as one of the few examples in which the artist painted animals as large as life, signed and dated 1647. "There cannot be a greater contrast to a very generalised mode of treatment than that displayed in 'the celebrated picture of 'The Bull,' by P. Potter, which approaches the nearest to deception of any really fine work of art I have seen. The painter seems to have omitted nothing that he saw in nature which art could represent, and yet its reality is free from any still-life unpleasantness. It is admired for its truth, but to a cultivated eye it has that something more than mere truth that is indispensable to a work of art; it has great taste throughout—displayed no less in the general arrangement of the masses and forms than in the most minute particulars. The grandeur of the sky, and the beautiful treatment of the distant meadow, show that the painter had the power of seizing the finest characteristics of the large features of nature, while the exquisite manner in which the beautiful forms of the leaves of a dock, and their colours, compose with one of the legs of the young bull, display as fine an eye for her most intricate beauties. Throughout the picture, indeed, we see that the hand has been directed by the eye of a consummate artist, and not merely by a skilful copyist."—*C. R. Leslie, R.A.* This picture was carried to Paris by the French, and was classed by them fourth in value of all the paintings then in the Louvre; the Transfiguration, by Ra-

phael, ranking first; the Communion of St. Jerome, by Domenichino, second; and Titian's Peter Martyr, third. They who know those three great works will probably be startled at the place thus assigned to this picture. Paul Potter's Bull has been valued at 5000*l.*; the Dutch government, it is stated, offered Napoleon 4 times that sum if he would consent to suffer it to remain at the Hague.—The Cow drinking; "finely painted, remarkable for the strong reflection in the water." *R.**

Poussin: Venus asleep: a Satyr drawing off the drapery. *R.* The painting to which Sir Joshua alludes is probably described in the catalogue as the Dream of Astolpho, from Ariosto, by one of Rubens's scholars.

Rembrandt: ** "The Lesson in Anatomy," a Surgeon, Professor Tulp, attended by his Pupils, proceeding to dissect a Dead Body. Though an unpleasing subject, it is a most wonderful painting, and one of the artist's finest works. "To avoid making it an object disagreeable to look at, the figure is but just cut at the wrist and fore-arm. There are 7 other portraits, coloured like nature itself, fresh and highly finished; one of the figures behind has a paper in his hand, on which are written the names of the rest. Rembrandt has also added his own name, with the date, 1632. The dead body is perfectly well drawn (a little fore-shortened), and seems to have been just washed. Nothing can be more truly the colour of dead flesh. The legs and feet, which are nearest the eye, are in shadow; the principal light, which is on the body, is by that means preserved of a compact form." *R.* Physicians assert that they can ascertain that it is the body of a person who died from inflammation of the lungs. This picture formerly stood in the Anatomy School (Snijkamer) of Amsterdam, but was purchased by the King for 32,000 guilders (2700*l.*).—Portrait of an officer with hat and feathers: "for colouring and force nothing can exceed it." *R.*—St. Simeon receiving

* The quotations marked *R.* are derived from Sir Joshua Reynolds's 'Tour in Holland and Flanders.'

the Infant Jesus in the Temple.—“A study of Susanna for a picture. It appears very extraordinary that Rembrandt should have taken so much pains, and have made at last so very ugly and ill-favoured a figure; but his attention was principally directed to the colouring and effect, in which, it must be acknowledged, he has attained the highest degree of excellence.” *R.*

Rubens: His first wife, Catherine Brintes; and his second wife, Helena Forman: “both fine portraits; but the last by far the most beautiful and the best coloured.” *R.*—Portrait of his confessor.

Schalken: A Lady at her Toilette. A beautiful candlelight effect. — Portrait of William III.

Snyders: “A large hunting piece, well painted, but it occupies too much space. His works, from the subjects, their size, and, we may add, from their being so common, seem to be better suited to a hall or ante-room than any other place.” *R.*—The landscape is by Rubens.

Jan Steen: The Menagerie, one of his best works. In the distance the house at Hondsholredijk.—Human life (see Kugler, German and Dutch Schools); and other very good pictures.

Teniers: “An alchemist.” — “A kitchen.” *R.*

Tertug: “A Woman seated on the ground, leaning her elbow against a man’s knee, and a trumpeter delivering a letter.” *R.*

Unknown: Portrait of the Emperor Charles V.; a sketch.

Vanderwerf: The Flight into Egypt: “one of his best.” *R.*

Van Dyk: Six portraits of the Huygens family.—Portrait of Simon, a painter of Antwerp. “This is one of the very few pictures that can be seen of Van Dyk which is in perfect preservation; and, on examining it closely, it appeared to me a perfect pattern of portrait-painting; every part is distinctly marked, but with the lightest hand, and without destroying the breadth of light: the colouring is perfectly true to nature, though it has not the brilliant effect of sunshine such as is seen in Rubens’s wife: it is nature seen by common daylight.” *R.*—Two

fine portraits of a Gentleman, and “a Lady with a feather in her hand;” *R.*: called, incorrectly, the Duke and Duchess of Buckingham; from the coat of arms in the corner, they are probably either Dutch or German.—“A Virgin and Infant Christ, coloured in the manner of Rubens, so much so as to appear, at first sight, to be of his hand; but the character of the child shows it to be Van Dyk’s.” *R.*—The only picture in the gallery answering to this description is one attributed (and to all appearance correctly) to *Murillo*.

Velasquez: Portrait of a boy: said to be Charles Balthazar, son of Philip IV. of Spain.

A. Van de Velde: The seashore at Schevening.

Vernet: A storm at sea.

Wouwermans: A Battle-piece; “The Hay Cart;” and “The Manège:” three excellent specimens of this artist. “Here are many of the best works of Wouwermans, whose pictures are well worthy the attention and close examination of a painter. One of the most remarkable of them is known by the name of the Hay Cart: another, in which there is a coach and horses, is equally excellent. These pictures are in his three different manners: his middle manner is by much the best; the first and last have not that liquid softness which characterises his best works. Besides his great skill in colouring, his horses are correctly drawn, very spirited, of a beautiful form, and always in unison with their ground. Upon the whole, he is one of the few painters whose excellence, in his way, is such as leaves nothing to be wished for.” *R.*

The *Museum of Chinese and Japanese Curiosities, a highly interesting collection, is placed in the house No. 15 Vijverberg. Open daily, 10 to 4; Sunday 12½ to 4. Several apartments are occupied entirely with objects of curiosity from China and Japan, and rare productions brought from the Dutch colonies; one division is devoted to historical relics of distinguished persons. Some of the most remarkable objects are here enumerated, but a catalogue, price 50 c., is almost indispensable.

The costumes of China, illustrated by figures of persons of various ranks, in porcelain, as the Emperor, a Bonze or Priest, Mandarins, &c., each in his peculiar dress. An immense variety of articles manufactured by the Chinese in porcelain. Figures and other objects elaborately carved in ivory, mother-of-pearl, and soap-stone or steatite.

The rarities from Japan were *unique* until the opening of the Treaty ports in 1858, as the Dutch up to that time were the only Europeans allowed to trade with that country, and then only by means of a factory called *Decima* (see the curious model), built on an artificial island in the harbour of Nagasaki, to which Dutch vessels were allowed to make annual trips. *Obs.*—a plan of Jeddo. The Deities of China and Japan in porcelain. Japanese weapons, particularly the swords. A Norimon, or Japanese palanquin. The needles and other apparatus with which the operation of acupuncture is performed by the Japanese physicians.

Many cases are entirely filled with dresses, arms, implements, canoes, and household utensils of savage nations, from various parts of the world. Here is a model of Fieschi's infernal machine and a Russian knout.

The Netherlands Museum, 71 Prince Gracht, open daily 10 to 4, contains interesting *Historical Relics*. Among them are the armour of Admiral de Ruiter, with the medal and chain given him by the States General. The bâton of Adm. Piet Hein. The armour of Adm. Tromp, with the marks of more than one bullet on it. The chairs of Jacqueline of Holland and of Barneveld, brought from his prison. The portrait and sword of Van Speyk, who blew up his vessel before Antwerp, 1831; and the chair on which General Chassé sat during the siege of the citadel. A portion of the bed on which the Czar Peter slept in his hut at Zaandam. The shirt and waistcoat worn by William III. of England the last three days of his life. A specimen of the beggar's bowl (*jatte de Gueux*) which formed a part of the insignia of the confederate chiefs who freed Holland from the yoke of Spain, worn by them along with a wallet, as

symbols of the name of beggar (*gueux*) with which their enemies intended to have stigmatised them. A ball of wood, full of nails, each driven in by one of the confederates when they swore to be faithful to one another and steadfast in the enterprise. The dress of William Prince of Orange on the day when he was murdered at Delft by Balthazar Gerard. It is a plain grey leathern doublet, sprinkled with blood, pierced by the balls, and showing marks of the powder. By the side of it is the pistol used by the assassin, and two of the fatal bullets. A model of the cabin in which Peter the Great resided while a shipbuilder at Zaandam. A large baby-house, fitted up to show the nature of a Dutch ménage, intended by Peter as a present to his wife. The Barentz relics found in Nova Zembla, 1872.

Opposite to the *Palace of the King of the Netherlands*, in the Noord Einde, is the *New Palace*, built in the Gothic style.

The Royal Library in the Voorhout consists of about 100,000 vols., open daily, except Sunday, 10 to 2. Here may be seen the prayer-books, richly adorned with miniatures, of Philip the Good, of Catherine de' Medici and Catherine of Aragon, and a Bible presented to William and Mary of England at their coronation, with these words in the title-page, in the Queen's own hand: "This book was given the king and I at our coronation. Marie R." Among the MSS. is a copy of the Treaty of Utrecht; the original is in the Archives.

The collection of medals (to the number of 35,000) and of gems in the same building is very extensive and rich. There are 300 cameos, the greater part antique—among them, the apotheosis of Claudius, one of the largest known, and of fine workmanship. Among the modern cameos, a portrait of Queen Elizabeth is very fine.

The Marine Ministry, in the Lange Voorhout (open daily, except Saturday and Sunday, 10 to 4, 25 cents), contains a large and valuable collection of models of vessels, &c.

The lover of the Fine Arts ought to visit the *Private Cabinets* of M. Hoffmann, on the Kneuterdyk:—and of

the Baron Steengracht, on the Vijverberg, which contains fine works of *Teniers, Jan Steen, Van der Velde, Metz, Rembrandt, Van der Helst, Paul Potter, Gerard Dou, and De Hooghe*. It is shown daily before 12: fee 1 fl.

The cabinet of the late Baron de Westreenen (died 1850), bequeathed by him to the nation; in his house, now *Museum Meermanno-Westreenen* (open 1st and 3rd Thursday in the month), *Princesse-Gracht*, contains, besides a fine collection of books printed before 1500, coins and antiquities, several works of early art. There are specimens of Byzantine art and works of *Cimabue, Giotto, Duccio, Ambrogio Lauratti, J. van Eyck*, and of the early schools of Florence, Pisa, and Sienna.

Statues.—A fine bronze Statue erected 1848, of William I., Prince of Orange, by M. Royer, stands in the middle of the *Plein*, near the Museum. His faithful dog bears him company (see *Delft*). Bronze Statue of William II., King of the Netherlands, in the *Buitenhof*, erected by the nation, 1853. Bronze *Equestrian Statue* of William I. (the Silent), Prince of Orange, by Royer, opposite the King's Palace, erected 1845.

English Ch. service on Sundays at 11 and 7, in a neat brick Gothic ch. in Van den Bosch Square, erected at the expense of Mr. J. Tinne, a Liverpool merchant of Dutch descent. It is not far from the Bellevue.

The *Stadhuis*. The older portion was built 1564; the façade is ornamented with carving and statues, and it is surmounted by a tower. It contains 4 Portrait pictures of Town Councillors and Riflemen by *Ravenstein*, and one by *Van der Helst*.

The *Post Office* (*Postkantoor*) is in the Place, adjoining the *Stadhuis* near the *Groote Kerk*. *Telegraph Office*, *Binnehof*.

Baths, Scheveningen.

In the *Theatre* (*Schouwburg*), at the E. angle of the *Korte Voorhout*, French operas are performed twice a week, and Dutch twice, in autumn and winter.

There is a brass-cannon foundry at the Hague, opposite the *Maitbaan*.

The *Royal Bazaar*, *Zee Straat*, on the way to Scheveningen, has a wonderful

collection of Chinese and Japanese curiosities, bronzes, jewels, &c.

At the Hague the water is more stagnant than in almost any other part of Holland. Though so near the sea, the canals and streams do not empty themselves into it, on the contrary flow from it. A steam-engine outside the town raises up water from the Dunes and conveys it to the Vijverberg, whose stagnant water it displaces into the canals, and, at last, effecting a feeble current through the Hague, pushes out a portion into the canal leading to Delft. From Delft the water barely flows to the borders of the Meuse, above Rotterdam, where it is again pumped up and discharged into that river. This may be well seen in a clear day from the top of *St. James's church*.

The *Zoological and Botanical Garden* (established in 1862) contains some rare animals and plants, and is prettily laid out. Entrance 50 cents.

On the outskirts of the town, about a mile distant, at the side of the road to Haarlem, lies the palace called the *House in the Wood* (*Huis ten Bosch*), built 1647, now the private residence of the Queen of the Netherlands. The billiard-room is hung round with family portraits—among them the Governor of Friesland by *Van Dyk*, and the children of Charles I. by *Netscher*. The great hall, called *Oranje Zaal* (Orange Hall), was built by a Princess of Solms, grandmother of our William III., and decorated with paintings in honour of her husband, Prince Frederick Henry of Orange. "It is painted on every side, and every recess and corner has some allegorical story by *Jordaens, Van Tulden, Lievens, or Hondthorst*. The different hands that have been here employed make variety, it is true, but it is variety of wretchedness. A triumphal entry, by *Jordaens*, is the best, and this is but a confused business: the only part which deserves any commendation is the four horses of the chariot, which are well painted. It is remarkable that the foremost leg of each horse is raised, which gives them the formality of trained soldiers." R. The picture no doubt displays much bad taste and drawing; but the group of female

prisoners and that of Venus and her nymphs have all the brilliant transparency of Rubens's colouring. The next in merit is that of Neptune stilling the tempest—"Quos ego," also by Jordaens. The apartments which surround this hall were added afterwards. Some of the rooms are hung with Chinese silk.

The *Bosch*, or *Wood*, a dull park, nearly 2 m. long, abounds in forest-trees, here allowed to grow as nature intended them, unclipped. A military band plays here on Wed. and Sun. afternoons.

The *Oval Plein* contains the *National Monument*, uncovered in 1869, and commemorative of the restoration of the Dutch independence in 1813, and the return of William Fredk., Prince of Orange and Nassau, from England. The whole was designed by Pieterszen, and the bronze figures are by Jaquet and Kempen.

William III. of England, and Huygens, the inventor of the pendulum clock, were born at the Hague. Charles II. of England passed a great portion of his exile here.

Scheveningen, about 3 m. from the Hague, on the sea-shore, is a fishing-village of 8000 Inhab. It is much frequented by the aristocracy of Holland, and the cost of board and lodging is high. *Omnibuses* every hr. from the *Vijver Plaats*. The *Tramway* carriages leave the office, 3, Kneuterdyk, every half-hour for Scheveningen. Fare 20 and 30 cents. By *Canal Boat* from *Princesse-Gracht* 6 times a day, in 25 min., to Scheveningen.

The old road from the Hague to Scheveningen passes through a long avenue of trees, and is one of the most pleasant walks in Holland. A little to the right of the road is *Zorgvliet*, once the residence of the poet Jacob Cats: a stone tablet at which he used to write, with a hole cut in it for an inkstand, is shown in the garden.

The costume worn by the fishwives of Scheveningen is singular. The fishermen convey their fish to the Hague in carts drawn by dogs; in returning the master supplies the place of the fish, and may be seen, to use the words of the

facetious author of *Vathek*, "airing himself in a one-dog chaise."

The sand-hills thrown up by the wind along the beach conceal all views of the sea till the traveller is close upon it.

Scheveningen was the place from which Charles II. embarked for England at the Restoration; and here the Prince of Orange landed in 1813, some months before the downfall of Buonaparte. The village originally extended some way beyond the church towards the sea; but that portion of it was swallowed up by a dreadful inundation, 1570. Alongside of the fishing-village has sprung up a collection of elegant villas, including that of Prince Frederick; in front of these runs a terrace paved with clinkers.

To the right of the village, in the midst of a desert of undulating sand-hills barely covered by scanty tufts of coarse grass (see *Dunes*, § 12), is a pavilion of the late Queen of Holland; and, beyond it, the *Grand Hôtel des Bains*, which unites the accommodations of an Hôtel and Café with warm baths; while bathing-machines are provided on the shore for those who prefer a cold bath in the sea; prices are fixed by tariff. The charges are very high. Apartments let at 3, 2, and 1 guilders per diem; but an allowance is made to persons who take up their abode for several weeks. *Table-d'hôte* (open *Tafel*) at 4, 2 fl.; a warm bath, 1 fl. 10 c.; a bathing-machine, 1 fl. *Petit H. des Bains* more moderate, but bad smells. Fish may be had here in great perfection. There is a large *Restaurant* on the Dunes, and a band performs on the terrace in the evening.

Off Scheveningen, 1653, the English fleet under Monk defeated the Dutch fleet under Tromp, who was killed during the action.

Railway Stat. of the Dutch Rhenish Rly., on S.E. side of the Hague, for *Gouda*, *Utrecht* and *Amsterdam* (Rte. 10), on the line from *Rotterdam*, *Leiden*, *Haarlem*, and *Amsterdam*, 10 trains daily, in $\frac{1}{2}$ hr.

RAILWAY, *Hague to Leiden*.—Trains 9 times a day, $\frac{1}{2}$ hr., and thence to *Haarlem* and *Amsterdam*.

rt. See the spire of the ch. of *Voorburg*, a small hamlet E. of the Hague, near the site of the *Forum Hadriani* of the Romans. Remains of Roman buildings, baths, broken pottery, utensils, and other articles of much interest have been dug up here, and are now to be seen in the museum at Leiden. Near Voorburg is *Hofwyk*, the house where the brothers Huygens lived. (See Rte. 2.)

Between the Hague and Leiden are many country houses and gardens, with their meandering walks, formal clipped hedges, and parterres cut in patterns filled with flowers. There is an undulation in the surface of the ground, which shows that this part of the country was originally in a great degree composed of Dunes (§ 12) similar to those now forming along the sea-shore.

The narrowed stream of the Rhine is crossed near Vink, before reaching Leiden, by a timber bridge with 5 openings, one of which is furnished with sliding platforms, in order to allow the masts of vessels to pass.

9 m. LEIDEN Stat.—Lion d'Or (de Goude Leeuw) best. Café *Zomerzorg*, in a garden near the Stat. Leiden may be seen by non-scientific travellers in 3 or 4 hrs., leaving luggage at the stat. Take a vigilante at 1 gr. the hr.

Leiden, situated on that branch of the Rhine which alone retains its original name as far as the sea, and which here resembles an artificial canal, has 40,000 Inhab., but is built to hold 90,000. In its present name may still be traced that by which it was known to the Romans—*Lugdunum Batavorum*. It has 8 gates, and is surrounded by a moat, and ramparts which have been tastefully arranged as public walks. It is divided by the Rhine into 50 islets joined by 145 stone bridges.

Leiden is a very excellent specimen of a quiet Dutch town, with broad, well-cut canals, fringed by fine old trees, well-built, well-kept, trim, substantial houses, marvellously clean, and most of them now with plate-glass windows in large pieces; the tinted sashes and stone facings relieving the monotony of the red brick. In the centre of the town is the fragment

of a round tower, the *Burg*, built on a mound of earth: it is said to have been raised by Drusus. There is a walk round the top of it, but it is not sufficiently high to afford a good view of the town. It stands in a tea-garden, and 10 cents is charged to each person for admission.

The Town Hall (*Stadhuis*), in the handsome, broad, clean Breestraat, is a singular old building, erected 1574-98, with picturesque bell-tower. The quaint lions, and the double flight of steps and the inscriptions, give the long façade a striking appearance.

The pictures formerly in the Town Hall have been removed to the *Lakenhal* in the Singel; cards of admission obtained at the Rathhaus. Observe the Last Judgment, by *Lucas van Leyden*, an extraordinary composition, but which must be judged with reference to the period when it was done—it has been much injured; a Crucifixion, by *Cornelius Engelbrecht*; several good portraits of the city guard, by *Vanschooten*. There is a picture by *Van Bree*, a modern artist, together with a portrait, by *Gouver Flinck*, of the burgomaster, Peter Vanderwerf, who so bravely defended the town during the memorable siege of 1574 (see below). Here is the shop-board of Jan Beukeler, the Anabaptist leader, better known as John of Leiden.

Leiden is famous in history from the siege which it endured from the Spaniards under Valdez in 1573-4. The defence of the place was intrusted to John Vander Does; the burgomaster of the town was Pieter Adrianzoon Vanderwerf; and the example of heroism and endurance afforded by the citizens under their guidance has not been surpassed in any country. When Vander Does was urged by Valdez to surrender, he replied, in the name of the inhabitants, that "when provisions failed them they would devour their left hands, reserving their right to defend their liberty." For nearly four months the inhabitants had held out without murmuring; every individual, even to the women and children, taking a share in the defence. For seven weeks bread had not been seen within the walls;

provisions had been exhausted, and the horrors of famine had driven the besieged to appease their hunger with the flesh of horses; dogs, cats, and other foul animals; roots and weeds were eagerly sought for. So strictly was the blockade maintained, that every attempt on the part of their friends to throw in provisions had failed. Pestilence came in the train of famine, and carried off at least 6000 of the inhabitants, so that the duty of burying them was almost too severe for those who were left, worn out by fatigue, watching, and emaciation. At length two carrier pigeons flew into the town, bearing tidings that relief was at hand. The Prince of Orange had finally adopted the determination of cutting the dykes of the Maas and IJssel, to relieve the heroic town. As this fearful alternative could not be resorted to without involving in ruin the whole province of Holland, it is not to be wondered at that it was only adopted after much hesitation and as a last resource. But the inundation, even when the water was admitted, did not produce the anticipated results; although the country between Gouda, Dort, Rotterdam, and Leiden was submerged, it only rose a few feet. The flotilla of 200 boats, built by the Prince of Orange at Rotterdam, and manned by 800 Zealanders under Boisot, destined for the relief of the town, was thus prevented approaching it, though the inhabitants could easily descry it from their walls. Then it was that, driven frantic by disappointment as well as suffering, they approached, in a tumultuous mob, the burgomaster, and demanded from him, peremptorily, bread or the surrender of the town. "I have sworn to defend this city," answered the heroic governor, "and by God's help I mean to keep that oath. Bread I have none; but, if my body can afford you relief and enable you to prolong the defence, take it and tear it to pieces, and let those who are most hungry among you share it." Such noble devotion was not without its effect: the most clamorous were abashed, and they all retired in silence; but, fortunately the misery of the besieged was now nearly at an end, and another power above that of man effected the

relief of the town of Leiden. The wind, which had for many weeks been in the N.E., changed to the N.W., driving the tide up the river; it then suddenly veered to the S., and one of those violent and continued storms which, even when the dykes are entire, cause such anxiety for the safety of the country, acting with accumulated violence upon the waters, widened the breaches already cut in the dykes, and drove in the flood upon the land with the force of an overwhelming torrent. The inundation not only spread as far as the walls of Leiden, but with such suddenness that the ramparts thrown up by the Spaniards were surrounded, and more than 1000 of their soldiers were overwhelmed by the flood. The same tide which swept them away carried the flotilla of boats of the Prince of Orange, laden with provisions, to the gates of Leiden. An amphibious battle was fought among the branches of the trees, partly on the dykes, partly in boats, and in the end the Spaniards, who had boasted that it was as impossible for the Dutch to save Leiden from their hands as to pluck the stars from heaven, were driven from their palisades and entrenchments. This almost miraculous deliverance took place on the 3rd of October, 1574, a day still commemorated by the citizens. As an additional proof of Divine interference on this occasion, the Dutch historians remark that the wind from the S.W., which had carried the water up to the walls, after three days turned to the N.E., so as effectually to drive it back again. Thus it might well be said that both wind and water fought in the defence of Leiden.—(See Motley's 'Rise of the Dutch Republic.')

The spirit which then animated the Dutch nation is by no means extinct, as their patriotic exertions during the Belgian revolution of 1830 showed. At the first call the whole of the students of this and other Dutch universities quitted their studies, marched to the front, and not only distinguished themselves in the conflicts that took place, but remained in arms for the space of one year as volunteers.

The University (73 Rapenberg) is remarkable, not only as one of the

most distinguished schools of learning in Europe, and for the valuable museums attached to it, but also on account of its origin and foundation. The Prince of Orange, with the view of rewarding the citizens for the bravery they displayed at the time of the siege, gave them the choice of two privileges—either an exemption from certain taxes, or a university: much to their credit they chose the latter. It at one time attained so high a reputation for learning, that Leiden earned the appellation of the Athens of the West. In the list of its distinguished professors and scholars it numbers Grotius and Descartes, Salmasius, Scaliger, and Boerhaave, who was professor of medicine. Evelyn, Goldsmith, and many other celebrated Englishmen, studied here. Arminius and Gomarus, the authors of the rival doctrines in religion named after them, were professors here, and the memorable controversy between them commenced in the University. Leiden still affords excellent opportunities to the student of medicine or natural history, from the extent and value of its collections in all departments. The building of this University is not distinguished for its architecture. The Academical Senate Hall, in which degrees are conferred, contains over the mantelpiece a likeness of the founder, and its walls are covered from top to bottom with more than 100 portraits of professors, from the time of Scaliger down to the present. There are at present about 800 students, mostly of law.

Behind the University is the *Botanic Garden*, famous for its early directors—Linnaeus, Boerhaave, Clusius, and others—and still an instructive school of botany. Those who look for fine hothouses and pretty gardens will be disappointed. The collection of plants is very extensive, and is preserved in excellent order, under the care of Mr. Wetten. In the conservatories are reared the cinnamon, cinchona (from which come bark and quinine), coffee, cotton, mahogany, &c., and a fine collection of orchids. Obs. out of doors a *Salisburia* 50 ft. high; a *Gleditschia* and *Catalpa* of great size; also the trunk of a tree, which has been sawn

asunder, and shows in the very centre an iron trident or fork buried in the middle of the wood.

The large open space, called de Ruïne, now planted with trees, was formerly covered with houses, 800 of which were demolished 12th January 1807 by the fearful explosion of a barge laden with gunpowder, while lying in the canal, in the very heart of the town. 150 persons were killed. The accident is said to have been caused by the barge-men frying bacon on the deck.

Crossing the Canal, you come to the *Museum of Natural History*, No. 28 Rapenberg (open week-days free, from 10 to 4), one of the richest and most extensive in Europe, especially in all the productions of the Dutch colonies in the East, Java, Japan, the Cape, Surinam, and West Indies: there are many rare specimens not to be found elsewhere, very excellently preserved, and the whole is admirably arranged.

The department of *Birds*, on the first floor, is enriched by the collection made by M. Temminck, perhaps the finest in Europe.

Among the *shells* are specimens of those which produce pearl, and of the pearl itself in all its different stages of formation; also portions of the wooden piles which support the dykes on some parts of the Dutch coast, perforated by the *teredo* to such an extent that the total ruin of the dykes was at one time apprehended. Luckily the danger did not spread very far, and the threatened scourge disappeared. It is supposed that the worm had been brought over from the tropical seas in the timber of some vessel, but that it had been killed in a few seasons by the rigour of a northern climate. Means have been taken since its appearance to guard against the danger in future. The dykes are now protected at their base by stones brought from Norway or Tournay, and the lock-gates are coppered.

Among the *minerals* a mass of native gold, from the island of Aruba, weighing 17 lbs., a large crystal of emerald, and an unset topaz, of a brownish-yellow colour, from Ceylon, the largest in Europe, should not be overlooked.

Among the *insects* are various specimens of spectrum, nearly a foot long; also the leaf insect.

The department of *Comparative Anatomy*, on the second floor, is one of the most complete in Europe. It contains preparations and skeletons of animals from the camelopard down to the mouse, and is well arranged.

The University Library, 22 Rapenberg, is very extensive, and contains some of the rarest oriental MSS. known, collected in the East by Golius in the 17th century.

The Agricultural collections, 124 Nieu-steeg, are extensive and instructive.

The Museum of Antiquities (het Museum van Oudheden), 18 Bree Straat (Open Tues., Thurs., and Sat., 11 to 4; Sund., 12 to 7, but daily from 7 A.M. to 7 P.M., for fee of 50 cents), under the able direction of Dr. C. Leemans, includes numerous valuable and highly interesting monuments, partly historical, partly illustrative of the mode of life of the ancient Egyptians. *Obs.* The Papyri, some musical instruments, inscriptions, numerous fine stone tablets of a very early period, a monolithic temple, cut out of a single huge block of red granite, many sarcophagi and mummies, as well as rich ornaments in gold and precious stones. Of jewellery and trinkets, once, doubtless, the delight of the ladies of Thebes, and such as were borrowed by the children of Israel on their departure from Egypt, there is a large assortment. A massive armlet of solid gold bears the name of a king (Thotmes II.), who is supposed to have been the oppressor of the Israelites; if so, it may possibly have been seen by Moses himself.

Roman Art: an Etruscan statue of a boy holding a goose in his arms is curious for the style of art. Six monumental fragments, bearing Punic inscriptions and some sculptures, were brought from the ruins of Carthage. There are, besides, a number of colossal Indian statues and other objects here. Model of a so-called "Hun's bed" (Dolman) from the Province of Drenthe. A heap of broken pottery and other objects discovered at Voorburg, near

the Hague, are curious relics of the Roman settlement in this country.

*The *Ethnographical Museum*, 108 Hoogwerd, under the care of Dr. C. Leemans (open daily, 9 to 3; fee for each person $\frac{1}{2}$ guilder) is probably the finest and most extensive in Europe, and was formed by Dr. Siebold, a German physician, in the course of a residence in Japan from 1822 to 1830, some years of which were spent in prison. It unites everything from the most common to the most rare and valuable objects relating to the mode of life, manners and customs, &c., of the Japanese, and a complete set of Chinese coins, from the 2nd century before our era. The collection includes also an interesting set of objects from Sumatra, Java, Russian America, &c.

In the S. transept of the large *Ch. of St. Peter*, built 1315, of brick, 5 aisles, is the monument of Boerhaave (b. 1668, d. 1738), the physician, with the modest inscription, "Salutifero Boerhaavii Genio sacrum;" surrounded by others in memory of the most distinguished worthies of the University, as Dodonæus, Spanheim, the two Meermans, Clusius, Scaliger, Camper, and others. Among them is one of a professor J. Luzac, killed by the explosion of 1807, representing him in bas-relief, in the state in which he was found after his death. Beneath the pavement rests the body of Arminius (d. 1609).

In the *Church of St. Pancras*, called the Hooglandsche Kerk (1280—repaired 1840), remarkable for its long transepts, and handsome, but cold and naked interior, is a small monument to the brave burgomaster Van der Werf (d. 1604), who refused to yield up the town to the Spaniards.

The most frequented *Promenade* is without the walls, close by the side of that branch of the Rhine which waters and surrounds the town, shaded by a double row of trees. In the neighbourhood of Leiden are the retreats of several distinguished men. In the *Château of Endegeest* (on the way to Katwyk) Descartes wrote many of his works; and the country seat of Boerhaave still bears his name. A colossal bronze

status, by Stracké, on granite pediment, was erected in 1872, to Boerhaave, on the road to the Rly. Stat.

Leiden is surrounded by windmills; but they who inquire for that in which Rembrandt was born (1613) will learn that it has long since been removed. It is recorded that his father, Herman Geraerds van Rhyn, was owner of a corn-mill, situated between Layerdorp and Koukerk. Otto Ven-
 nius, master of Rubens, 1556, Jan Steen, 1636, Gerard Douw (1613), W. Vandevelde, W. Mieris, and many other distinguished painters, were born here; as were some of the Elzeviers, famous printers, known by the editions of the classics bearing their name, and printed in Leiden.

[About 5½ m. from Leiden, on the sea-shore, is *Katwijk* (a steamboat plies between Sluis, Katwijk, and Leiden, daily), where the expiring Rhine is helped to discharge itself into the sea by means of a canal with gigantic sluice-gates. The mouth of the Rhine had remained closed from the year 840, when a violent tempest heaped up an impenetrable barrier of sand at its mouth, until 1809, when the sluices were formed. As long as the river was left to itself, it was lost before it reached the sea in the vast beds of sand which it there encountered, and which either lay below the level of the tides, or were so flat that water could hardly pass through or drain off them. Thus only a small part of the Rhine, dribbling into insignificant streams, ever found its way out: the rest settled into stagnant pools, converting the whole district into a pestilential morass. To remedy this evil, and also to give a new outlet to the Haarlem Lake and to the superfluous waters of the district of the Rijnland, a wide artificial channel has been formed, provided with a triple set of sluices; the first having 2 pair, the second 4 pair, and the last, nearest the sea, 7 pair of gates. When the tide flows the gates are shut to prevent the entrance of the sea, which at high water rises against them 12 ft., and the level of the sea on the outside is equal if not

above that of the canal within. During ebb-tide the flood-gates are opened by means of machinery for 5 or 6 hours, to allow the accumulated streams to pass out, and, in their passage, to clear away the sands collected by the waves on the outside. It has been calculated that the volume of water passing out in a second equals 100,000 cubic ft. When the sea is much agitated, and the wind, blowing towards the shore, prevents the tide retiring to its usual distance, it is impossible to open the gates at all. The dykes which have been raised at the entrance of the canal, and on the sea-shore, are truly stupendous; they are founded upon piles driven into the loose sand, and faced with solid masonry of limestone from Tournay. These hydraulic works were executed during the reign of King Louis Buona-
 parte by an engineer named Conrad.

This exit of the Rhine presents nothing very striking to the eye. The sight of a set of flood-gates, even though they surpass in strength and ingenuity any similar construction in Europe, will hardly repay a traveller who does not take a particular interest in such subjects for making a detour to Katwijk. Besides, there is hardly sufficient identity with the Rhine in this diminished stream to arouse the imagination. This channel, it is true, retains conventionally the name of the Rhine; but the great river whose infant stream rises from under the glaciers of Mount Adula, and which, after collecting from a thousand tributaries the melted snows of the Alps, forms a barrier between mighty nations, and pours its full stream among the sunny and vine-clad slopes of the Rheingau, and beneath the frowning and bristling crags of the Lurley and Ehrenbreitstein, now finds its way to the ocean by other channels.

Katwijk is a considerable village of 4000 Inhab., with a comfortable and moderate *Hotel* (*Badhuis*) on the Dunes, near the sluices. The sea-bathing is excellent, and Dutch families desiring quiet resort hither in preference to Scheveningen.]

Omnibuses and *steamers* on the Rhine from Leiden to Katwijk several times daily.

Railway, Leiden to Haarlem:—trains 9 times a-day, 19 m., 1 hr.;—and thence to Amsterdam.

2 m., *Warmond Stat.*, rt. see the College for Rom. Catholic priests. Travellers interested about the draining of the Haarlem lake or machinery should stop at Warmond, and take a carriage from the inn there and go and see the Leeghwater-engine (see below). Those who stop at Leiden will do better in taking a carriage thence, as the distance is not much greater from Leiden than from Warmond; and, after having seen the Leeghwater, they may either return to Leiden or proceed to Warmond stat.

About two-thirds of the distance from Leiden to Warmond the railway crosses the "Warmonder Leede," one of the navigable canals, which at the same time act as drains for conveying water from the interior of the country into the sea by the dykes of Katwijk. The nature of the soil between Leiden and the "Warmonder Leede" was such as to render it necessary to form the railway on fascines or faggots. The line is partly cut through bare sand-hills, the E. extremity of the *Dunes* (§ 12).

11 m. *Vogelenzang Stat.* Here is the steam-engine for pumping up the fresh water from a reservoir of 7 acs., among the dunes of Haarlem, to supply the city of Amsterdam, a work effected by British capital in 1855. The conduit passes under numerous canals in flexible or jointed pipes, and crosses the great sluices at Halfweg. Near Bennebroek, the canal of Leiden and the high road are both crossed by a trelliswork bridge, 177 ft. in length, and at an angle of 30° with the canal.

Linnæus resided long in the house of Hartekamp, near Bennebroek, then inhabited by the rich English merchant Clifford, whose name and collection he has immortalised in his work, the *Hortus Clifordianus*. He also composed his 'System of Natural History' while living there.

On approaching Haarlem the number of country seats greatly increases. About 3 m. before reaching Haarlem, a little off the high road, is the ruined

castle of Teilingen, the residence of the unfortunate Jacqueline of Holland.

6 m. *HAARLEM Junct. Stat.*, N. side of town (Buffet good). Luggage may be left, as a couple of hrs. will suffice for the town. *Omnibuses*, 15 c., and *Cabs* at the Stat.

(*Inns*: Funckler's; Leeuwrik (Alouette); both in Kruis Straat; good.) A street leads N. and S. from the station through the town, passing the market-place and the great Church to the Houtpoort (wood gate), $\frac{1}{2}$ hr.'s walk. Within the park or public garden, called the *Hout* (wood), which is one of the boasts of Haarlem, 10 min. walk outside the gate, is the *Pavillon*, a house built by M. Hoop, the banker, of Amsterdam, sold afterwards to King Louis Buonaparte. It now belongs to the Dutch King, and the lower story is converted into a picture-gallery to contain the works of modern Dutch artists, formerly at the Hague.

There are some fine pictures in this collection, among which may be noted the following:—

Bosboom.—Interior of the church at Breda, with the mausoleum of Count Engelbert II. of Nassau. *Eeckhout*.—A sick lady visited by her physician; the Marriage of Jacqueline of Bavaria and John IV., Duke of Brabant. *Verpoeken*.—Landscape with cattle. *Kruseman, C.*—The Entombment;—Departure of Philip II. from the Netherlands; Two Italian Peasant Women;—*Kruseman, J. A.*—Elijah and the Shunamite woman; Girl sleeping. *Maas*.—The Good Samaritan. *Meyer*.—Wreck of the William I. on the coral rock of Lucipara, 1837. *Navez*.—The meeting of Isaac and Rebecca. *Noël*.—A Vintner caressing a young girl. *Pieneman*.—De Rijk, before the Governor Requesens; Heroism of Hambroek on the Isle of Formosa, 1663; Battle of Waterloo, the Prince of Orange wounded by the side of the Duke of Wellington. *Verloet*.—St. Peter's, Rome. *Paelinck*.—Toilet of Psyche. *Waldorp*.—Marine views. *Paijen*.—Views in Java. *Godercharlie*.—(Sculpture) Venus taking water with a shell. Open daily, except Saturday.

Haarlem is situated on the Spaarn; pop. 32,156, half of what it once contained.

The *Organ* in the *Groote Kerk*, or old *Cathedral* of St. Bavon, "has long been one of the established lions of the Continent. It was built by Christian Müller of Amsterdam, in 1738, and was for many years assumed to be the largest and finest organ in the world. It has long been surpassed in scale by our own instruments at York and Birmingham, by the new organ at Rotterdam, and rivalled, if not outdone, as to quality, by Mooser's capital organ at Fribourg in Switzerland. The number of pipes is 5000, the number of stops 60; it has 3 manuals (rows of keys for the hands) and a pedal-board (for the feet). The organist's fee is 12 guilders (1*l.*), and 1 *g.* for the blower, for his performance at private hours (precisely double his honorarium in Dr. Burney's time): it matters not how large the party. At this private performance the player makes a liberal but tasteless exhibition of the solo stops in turn, including that which imitates bells and the far-famed *vox humana* stop, and winding up with 'The Storm,' a piece of clap-trap music in the obsolete style of 'The Battle of Prague.' When 'The Storm' is over strangers are invited to ascend into the organ-loft to examine the instrument; they may also procure a specification of the stops, &c., from the organist. Every Tues. and Thurs., from 1 to 2, a selection of music is played, to which all the world is admitted gratuitously. The supremacy of the Haarlem organ lies in its great and general beauty and sweetness of tone; since, without disparagement of the marvels so dear to the valets-de-place, every musician must agree with Burney, who remarked (à propos of this very instrument) that 'all these enormous machines seem loaded with useless stops, or such as contribute to augment noise and to stiffen the touch.' The *vox humana* stop is to be heard in as great perfection at Gouda, and in more eminent and speaking beauty at Fribourg. In any case such travellers as are unwilling to

expend a sovereign for their solitary delectation may content themselves with the public exhibition, for in this the organ and its component stops are fairly exhibited without their being put through the puppet-show antics distasteful to every true musician. Probably a slight fee will procure for those desiring it the inspection of the instrument. But neither in public nor in private must the amateur expect to be regaled by a great player interpreting the great music befitting such a great organ."—*H. F. C.*

The church itself (15th cent.) is very lofty; the nave is divided from the choir by a fine *rood-screen* of brass and wood, restored, ornamented with grotesque figures (opossums with pouches buckled on their backs) and foliage. In one of the walls a cannon-ball still remains imbedded, a relic of the memorable siege by the Spaniards in 1572. Here are monuments to Conrad, who built the Katwyk sluices (d. 1808), to Bilderdijk, the Dutch poet and friend of Southey (d. 1831).

In the open market-place, near St. Bavon, opposite the house in which he was born—1370, died 1439—is a statue of *Laurens Janszoon Coster*, for whom the Dutch nation, and the inhabitants of Haarlem in particular, are very anxious to obtain the credit of the invention of Printing, grounding his claims upon a local tradition, which cannot be traced farther back than the middle of the 16th century, and upon a passage in the *Chronicle of Cologne* (date 1499), to the purport that, although the art of printing was invented at Mainz, yet it was anticipated in Holland—in the 'Donatuses' printed there before that date." Here is no mention of Coster, whose name as the inventor first occurs in a book published 1588. The name Coster (*Sacristan*) was not uncommon at Haarlem, but there is no evidence of a printer living about 1440, when it is alleged that one of his workmen stole some types, and conveyed the secret to Mainz. In the *Stadhuis* are preserved several small folios without date or printer's name, of the kind called block books—'Canticum Canticorum'; 'Ars Moriendi'; 'Speculum Humanæ

Salvationis,' and 'Historia Sancti Joannis,' certainly of Dutch origin, but there are no grounds for ascribing them to a man named Coster, or to put them so early as 1430. No authentic book printed at Haarlem has been found with a date earlier than about 1470-1480, while an *Indulgence*, printed at Mainz, bears the date 1454, and the Mazarine Bible was printed there by Guttemberg and Faust certainly before 1456. Guttemberg, therefore, is now universally acknowledged as the inventor of printing with *moveable metal types*.—J. H. H. Haarlem still possesses a type-foundry, celebrated especially for Hebrew and Greek types cast in it.

The *Stadhuis*, on the Market Place, older than the siege (although 1630-33 is inscribed on it), contains a *Museum* and a collection of national portraits of the greatest interest and originality, formerly dispersed in hospitals and convents in Haarlem,—including 8 probably of the finest works of *Frank Hals*, a painter whose high eminence is little known in England, but who may here be fully appreciated. The pictures represent meetings and dinners of officers of various guilds of riflemen (*Arquebusiers*), also of directors of charitable institutions. These forcible works contain each from 5 to 16 portraits, painted between 1616 and 1661. Four female directors of the Old Woman Hospital deserve special notice;—*Van de Helst*, archers drinking;—*Bray*, 4 old women in grey seated at a table;—*Heemskerk*, St. Luke painting the Virgin; and *C. Cornelisz*, portraits of archers, &c. Among the antiquities see the first efforts of Haarlem in printing (see above), coins struck during the siege, and a Flag carried at the siege of 1573. On the ground floor is a *Torture Chamber*, with the rack and other instruments. Admission 10 to 3; fee 25 cents.

Other fine portraits by *F. Hals* may be seen in the Hof van Beresteyn and Hof van Huythuysen.

Haarlem is famous for its **hyacinths*, *tulips*, and other flowers, which grow not only in gardens, but in open fields of many hundred acres, in the utmost luxuriance and beauty, in a soil particularly congenial to them, viz. an

artificial combination of light sand with rotted cow-dung; while water lies so near the surface that their roots readily find nourishment during the time of growth, the dry season. The *hyacinths* are at their best during the first half, the tulips during the second half of April: then the beds are in their greatest beauty; but it is at other seasons worth while to visit one of the numerous *Nursery Gardens* (*Bloemen Tuinen*) in the S. outskirts of the town, where there is at all times something to be seen, and where roots and seeds may be purchased. *Mynheer Krelage's* is the best and largest in Holland, situated between the pavilion and the town. The gardens of a great part of Europe are supplied from Haarlem; but the trade in tulips is not carried on as in the days of the *Tulipomania*, and 100 florins is now a very large sum for a root.

"The enormous prices that were actually given for real tulip bulbs, of particular kinds, formed but a small fraction of the extent to which the mercantile transactions in this gaudy flower were carried. Beckman states on Dutch authorities that 400 *perits* in weight (something less than a grain) of the bulb of a tulip named *Admiral Liefken*, cost 4400 fl.; and 200 of another, named *Semper Augustus*, 2000 fl. Of this last, he tells us, it once happened there were only two roots to be had, the one at Amsterdam, the other at Haarlem; and that for one of these were offered 4600 fl., a new carriage, two grey horses, and a complete set of harness; and that another person offered 12 acres of land. The truth is, that these tulip-roots were never bought or sold, but they became the medium of a systematised species of gambling. The bulbs, and their divisions into *perits*, became like the different stocks in our public funds, and were bought and sold at different prices from day to day, the parties settling their account at fixed periods; the innocent tulips all the while never once appearing in the transactions. 'Before the tulip season was over,' says Beckman, 'more roots were sold and purchased, bespoke and promised to be delivered, than in all probability were to be found in the

gardens of Holland; and when *Semper Augustus* was not to be had anywhere, which happened twice, no species perhaps was oftener purchased and sold.' This kind of sheer gambling reached at length to such a height, that the government found it necessary to interfere and put a stop to it."—*Family Tour in South Holland*.

The *Teyler Museum*, an institution for the promotion of learning, founded by an opulent merchant, after whom it is named, contains a few good paintings of modern Dutch artists, a remarkable collection of *prints*, especially rich in works of *A. Ostade*; and a collection of coins and fossils: among the latter are one or two specimens described by Cuvier, including the jaw of a fossil saurian, brought from the celebrated quarries at Maestricht, 1766, and a laboratory well stored with philosophical instruments.

The Haarlem Society possesses a Museum of Natural History.

Several *Cotton Factories* were established in this neighbourhood, under the patronage of William I.: they have increased both in number and the quantity of goods they manufacture since the separation of Holland from Belgium.

There are extensive *Bleacheries* of linen here: they owe their reputation to some peculiar property supposed to exist in the water. Before the discovery of bleaching by chlorine, the fine linens from Silesia, as well as those of Friesland, were sent hither to be bleached; and being then exported direct to England, were named after the country from whence they were embarked, not that in which they were made. Such fabrics are still known in commerce by the name of *Holland*.

Haarlem is the birthplace of the painters Wynants, 1600; Wouwermans, 1620; Berghem, 1624, and Ruisdael, 1630.

In the environs of Haarlem are numerous tasteful villas of Amsterdam capitalists and some agreeable *Walks*, especially those constructed on the site of the ancient Ramparts, which no one should leave unseen.

3 m. N.W. of Haarlem is *Bloemendaal*

(Inn, Zomerzorg) (carriages, 4 fl.), a village of country-seats, at the back of the Dunes (§ 12), which enjoy so mild a climate that small vineyards are planted upon them. The range of sand-hills, 3 m. wide, is one vast rabbit-warren. The highest eminence is the *Brederodsche Berg*, or Blue Stairs, 20 min. walk from the Zomerzorg—behind the great *Lunatic Asylum*. The view from it is very peculiar, extending over Haarlem, the Wyker Meer, the Y, Amsterdam, and the windmills of *Zaandam*. At the foot of this hill lie the ruins of the *Castle of Brederode*, a brick building—seat of the Brederodes, one of whom was a leader in the struggle which freed Holland from the yoke of Spain.

The citizens of Haarlem even surpassed their neighbours of Leiden in their brave resistance to the Spaniards. The *Siege of Haarlem* preceded that of Leiden; and led the way in a few short years to the total expulsion of the oppressors from Holland. Haarlem was by no means strongly fortified; indeed, its external defences were weak in the eyes of an engineer, and even its resources within were but small. The garrison was limited to 4000 soldiers, among whom were some Scotch; but every citizen became a soldier for the occasion; nay, not men alone, but even women, bore arms; and a body of 3000, under the guidance of the heroic widow Kenau Hasselaer, enrolled themselves in a company, and did duty with pike and musket. Though the Spaniards had made formidable breaches in the walls near the gates of the Cross and of St. John, two assaults on them had failed; and, after seven months of fruitless hostilities and a loss of 10,000 men, they were compelled to turn the siege into a blockade. In order to maintain it with the utmost strictness, and to cut off all approach from the water, a fleet of war-boats was introduced upon the Lake of Haarlem. Several attempts on the part of their friends to throw in supplies totally failed; the garrison, having consumed everything within the walls down to the grass which grew between the stones of the streets, and seeing no alternative but to die of starvation, de-

terminated to place the women and children in their centre, and cut their way through the enemy's camp. The Spaniards, however, having heard of this, and fearing the effects of their despair, sent a flag of truce, and offered terms of pardon and amnesty, on condition of surrender of the town and 57 of the chief inhabitants. A condition so hard would not have been granted, had not these 57 devoted citizens voluntarily yielded themselves up. When the Spaniards entered, they found the garrison of 4000 reduced to 1800. Three days passed, and the promise given by the Spaniards was kept, and the arms of the townspeople were surrendered; but when all suspicion of treachery was lulled, the *bloodhounds* of the cruel Alva, and his son Ferdinand of Toledo, were let loose on the unsuspecting and now unarmed citizens. Ripperda, the governor, and the 57 were first sacrificed; and afterwards four executioners were called in and kept constantly at work, until 2000 persons, including the Calvinist ministers, the soldiers of the garrison, and many citizens, had been inhumanly butchered in cold blood. Towards the conclusion of the slaughter the executioners became so exhausted, that the remaining victims were tied two and two, and thrown into the Lake of Haarlem. The siege lasted from December 1572 to July 1573. Four years after the town again fell into the hands of the Dutch.

Railway, from Haarlem, N., to Alkmaar and Helder, through the most primitive part of the country (see Rte. 4).

From Haarlem the Rly. continues E. to Amsterdam. Trains 14 times a-day, 10 m., $\frac{1}{4}$ hr.

The rly. bridge here over the Spaarn is of iron, with six openings; the two middle openings have a swing bridge of a very simple and solid construction, which opens and shuts both openings at the same time, to render the passage of vessels as rapid as possible, as between 14 and 15 thousand pass through annually. The principal beams are each $75\frac{1}{2}$ ft. long, and were cast in a single piece: the whole bridge weighs upwards of 110 tons, and the machinery for moving it is so perfect,

that one man turns it easily in 2 min. The bridge is shut only during the passage of the train: a self-acting signal is attached to it. The line throughout, between Haarlem and Amsterdam, is formed on fascines. Where the railway traverses pools of water, the fascines alternate with beds of rubble, and are held together by stakes and wattles, until the weight of the earth laid upon them becomes settled and the mass consolidated. The earth-work is chiefly composed of sand from the sea-beach, and is covered with turf.

The road to Amsterdam leads out of a venerable gateway, a relic of the ancient fortifications of the town, which probably withstood the attacks of the Spaniards during the memorable siege.

Outside of the gates the traveller has before him a singularly monotonous prospect. The high road to Amsterdam runs as straight as an arrow as far as the eye can reach; on one side of it is the equally straight canal, and nearly parallel with it the *Railroad*; rt. a circular fort, erected 1860, *Fort an de Lieds*. The causeway, elevated above the surrounding country, is carried along the summit of a dyke, originally constructed of prodigious strength, to restrain the waters of the Haarlem Lake, now converted into a Polder or sunk meadow and scattered over with neat houses built since the drainage was effected, from among which rise the tall chimneys of several pumping-engines.

Since the 15th cent. a body of water called the Lake of Haarlem spread itself over, and, in fact, swallowed up, a large portion of the districts known as the Rijn and Amstel-land. Previous to that time the lake can scarcely be said to have existed, except that a spot in the middle of it, and deep below the surface, was then occupied by a marsh of considerable extent. Several villages, originally at a distance from the water, were surrounded by it, and compelled to assume a sort of amphibious existence, half in and half out of the water. The lake at length expanded over an area of ground 11 leagues in circumference. Nothing but the strength and perfection of the dykes prevented the bordering districts, already partly below the level

of the waters, from being swallowed up in ruin. The annual expense of keeping them in repair was enormous.

The Dutch States General at length sanctioned a plan for converting the bed of the lake into arable and pasture land. Operations were commenced in the spring of 1840, by forming a water-tight double rampart or dyke and ring canal round the lake, into which the water was pumped up, and discharged through the Katwijk, the Spaarne, and the sluices at Halfweg, into the sea.

Three enormous pumping-engines have been erected, one near Warmond, another opposite the old entrance of the Spaarne into the lake, and the third to the S.E. of Halfweg, and between it and Slooten. The average depth of the lake was 13 ft. below the general level of the surface water of the canal and water-courses conducting to the sea-sluices. The area was 45,230 acres; the estimated contents to be pumped out about 800 or 1000 million tons.

At the end of 4 years' pumping, interrupted at times by the difficulty of expelling the water through the canal into the sea whenever the wind blew strongly from the N. and N.W., the lake-bed was laid entirely dry in 1853—as dry as any land in Holland can be; nearly the whole of which has been sold at prices varying from 15*l.* to 21*l.* per acre. No bones of men or animals, and only a few coins and other objects of human workmanship, were found in the bed.

Haarlem lake is now converted into a Polder, and its basin is covered with rich crops—meadow and grass—and occupied by numerous hamlets and farm-steadings. Its population amounts to 7250. It maintains 2000 horses, 5786 horned cattle, 9000 sheep and pigs. It is kept dry by the aid of three monster steam-engines, at a cost not much exceeding 2*s.* an acre per ann. They maintain the surface of the water in the drains at 18 in. below the general level of the bottom. The district then laid bare, however, is subject, especially in summer, to low fever, owing to the exhalations from the soil, which has lessened the value of the land in the market.

The engine called the Leeghwater (in honour of a Dutch engineer, who first proposed to drain the lake in 1623), which is near Warmond, was the first erected (1848). It lifts 11 pumps, each of 63-in. diameter; each pump is furnished with a cast-iron balance beam, and, except 3, the balance beams are placed opposite to each other in pairs, with a lift of 13 ft. The engine easily worked the 11 pumps simultaneously, the net load of water lifted being 81·7 tons, and the discharge 63 tons per stroke. The other two engines, called the Cruquius and Van Lynden, after two celebrated men who at various periods interested themselves in promoting the drainage of the lake, have about 100 h.p. more than the Leeghwater. The engines were constructed at Hayle Foundry in Cornwall.

A visit to that engine, which stands where the Spaarne entered the Haarlem lake, may be easily made by getting a boat at Haarlem and rowing up the river. Those who object to a boat may walk along the path on the eastern bank of the river, at the end of which is a ferry over to the dyke on which the engine stands.

According to the observations of Prof. Ballot, of Utrecht, the draining of the lake has affected the annual rainfall, and increased the temperature in summer and lowered it in winter to the extent of $\frac{1}{2}$ degree.

The approach to Amsterdam, over causeways traversing a broad expanse of water, resembles that which leads to Mexico. Another coincidence is that the Spaniards were engaged in a nearly similar contest in both places. During the siege of Haarlem there were frequent combats of an almost amphibious character, partly in boats, partly on the causeways, between the Dutch and Spaniards, exactly like those which took place between Cortes and the Mexicans. The Dutch had a second time occasion to resort to the like expedient of flooding this part of the country, to resist the armies of Louis XIV.; and, more recently, the same thing was done in the war of the French revolution, Jan. 1795.

5 m. *Halfweg Stat.*—*half-way* between Haarlem and Amsterdam—there is a portage in the canal, here interrupted by the enormous sluices which previous to the drainage separated the waters of the Ij from those of the Haarlem Lake. The effect of opening them, and allowing the waters of the Ij to enter the Haarlem Meer, would have been to submerge a great part of the province of Holland to a distance of 30 m., with an inundation covering not only the meadows, but even the dykes themselves. The safety of Amsterdam and the surrounding country from inundations depended upon the management of these sluices.

The railroad passes near the sluices, close to an old château called Zwanenburg; it then makes a bend, after which it continues in a straight line on to Amsterdam.

b. The Drainage Works connected with the great *North Sea Ship Canal* (see below), have nearly converted the lake called Het Ij into dry land.

The most conspicuous objects, on approaching the town from the land side, are the windmills, one of which is perched on each of the 26 bastions; now no longer of use as fortifications; they serve to grind the flour which supplies the town. The fosse surrounding the town is 80 ft. wide.

5 m. *Amsterdam Terminus* (Buffet) is to the W. of the city near the harbour, outside Willems-Poort, a long way from the centre of the town. *Omnibuses* 12 cents, as far as the Dam, or Paleis Plein. *Cabs* between the Stats. 1 guilder; to any part of the town 80 cents.

AMSTERDAM.—Inns: Amstel Hotel, a large building well managed, but a long way from the centre of the town, close to the Utrecht Rly. Stat.:—H. des Pays-Bas; *Brack's Doelen—both good, and nearly of equal merit; both in Doelen Straat; Keizerskroon, Kalver Straat. Rondeel, Doelen Straat. The Old Bible, Warmoes Straat, a good and quiet house frequented by English and Americans; good table-d'hôte ($\frac{1}{4}$ bot. wine incl.), 2 fl. 50 cents; English landlady. H. du Vieux Comte, in the Kalver Straat, a quiet house.

A walk or drive through Amsterdam, to

include the most remarkable objects:—The Palace and view from the roof; Picture Gallery at the Trippenhuus; pictures of Mr. Hoop and Mr. Six; the Exchange at 3 o'clock: a walk along the Quays and Dykes, to view the shipping, harbour, and docks; the Zoological Garden. The Exhibition building opposite the Amstel Hotel.

English Episcopal Church on the Groene Burgwal; service at 10 $\frac{1}{2}$ A.M. A *Scotch Presbyterian Church* has long been established here, service at 10.

Eng. Physician, Dr. Davids, Y. 237, Heeren Gracht.

Steamboats to Zaandam nearly every hour; Alkmaar 6 times a day; Helder twice (Rte. 3). To Harlingen and Enkhuizen daily; Kampen once (Rte. 7).

A steam ferry-boat is constantly plying to Buiksloot and the mouth of the Texel canal. Rte. 3.

The *Post Office* is on the Voor Burgwal, behind the palace. Open 7 A.M. to 9 P.M. *Letters* for England 15 cents.

Telegraph Office next to the Post Office; open day and night.

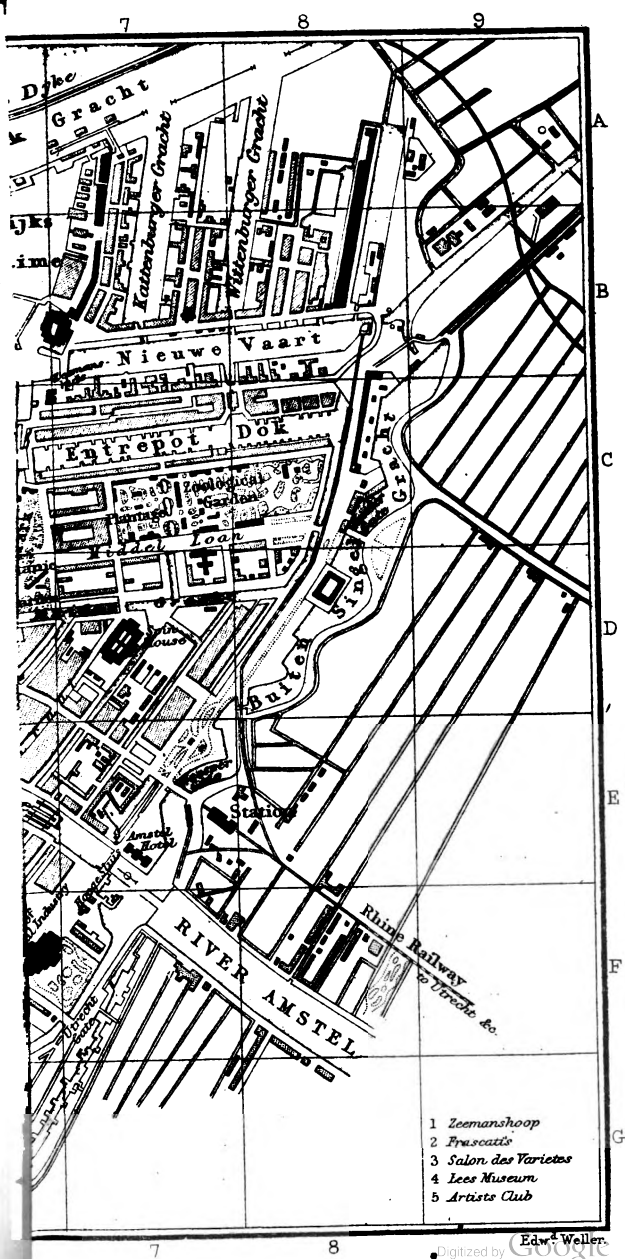
Consuls from Great Britain and the United States.

Cafés.—Poolsche Koffihuis, Café Français, and Nieuwe Koffihuis, in the Kalver Straat.

The finest *shops* are in the Kalver Straat, which is also the most frequented thoroughfare; in the Nieuwedijk—both leading out of the square in which the Palace is situated; and in the Warmoes Straat.

The *Lees Museum*, or *Subscription Reading-room*, is on the Rokin. The principal English, French and German papers and periodicals are found here. Strangers can be introduced by members.

Amsterdam, the principal city of Holland, is situated at the confluence of the river Amstel with the arm of the Zuider Zee called the Ij (pronounced Eye), which in front of Amsterdam is from 8 to 9 fathoms in depth, and forms a well-sheltered harbour. It has 281,944 Inhab. of whom 60,000 are Rom. Cath., and 33,000 are Jews. Its ground-plan has somewhat the shape of a bent bow; the straight line, representing the string, rests on the Ij, and



the curved line forms its boundary on the land side. It is surrounded by a semicircular canal or wide fosse, and within the city are 4 other great canals, all running in curves, parallel with the outer one. They are called *Prinsen Gracht*, *Keizers Gracht*, *Heeren Gracht*, and *Singel*, the last being the innermost. The *Keizers Gracht* is 140 ft. wide. They are lined with handsome houses; each of the first 3 is at least 2 m. long, and in their buildings as well as dimensions may bear comparison with the finest streets in Europe. It is 12 m. in circumference. The 70 small canals which intersect the town in all directions divide it into 90 islands, and are traversed by 250 bridges. The repair of bridges, cleansing and clearing canals, and repairing dykes, in Amsterdam alone, amounts to several thousand guilders *daily*. This will be better understood when it is known that, were it not for the most skilful management of sluices and dykes, the city of Amsterdam might be submerged at any moment. All things considered, it is one of the most wonderful cities in Europe. In the strange intermixture of land and water it may be compared to Venice; and the splendour of some of its buildings, though not equalling that of the *Sea Cybele*, may be said to approximate to it, but the houses are almost all of brick, and the canals differ from those of Venice in being lined with quays.

The whole city, its houses, canals, and sluices, are founded upon piles; which gave occasion to Erasmus to say that he had reached a city whose inhabitants, like crows, lived on the tops of trees. The upper stratum is literally nothing more than bog and loose sand; and until the piles are driven through this into the firm soil below, no structure can be raised with a chance of stability. In 1822 the enormous corn warehouses, originally built for the Dutch East India Company, actually sank down into the mud, from the piles having given way. They contained at the time more than 70,000 cwt. of corn; a weight which the foundation beneath was incapable of supporting.

[H. & B.]

The haens and canals are shallow, being about 8 ft. deep at ordinary water. They are, therefore, fit for the Rhine vessels and Dutch coasters, but do not admit vessels for foreign trade. These lie along the booms and in front of the town, and the goods are transferred by means of the numerous canals of the city. There is a good deal of mud deposited at the bottom of the canals, which when disturbed by the barges produces a most noisome effluvia in hot weather, when the water is said to "grow." Machines are constantly at work to clear out the mud, which is sent to distant parts as manure. Mills have also been employed to give an artificial motion to the waters, and prevent their becoming stagnant; but the same object is now attained by more simple means. To effect a circulation in the canals is most essential to the health of the inhabitants. The *Amstel* at its entrance into the city is 11 in. below the mean level of the German Ocean, the lowest tide is only $1\frac{1}{2}$ ft. lower than the *Amstel*. It is therefore evident that the canals can be emptied, and that partially, only at low water. The *Damrak* is the point of discharge. At high water the sluices which admit the *Amstel* into the town are closed for a short time, and the sea-water allowed then to circulate through the town, until it is again expelled by the river.

The enormous dams thrown up since 1851 in front of the town, for a great distance along the side towards the *Ij*, resist the influx of the sea into the mouths of the canals, and are provided with flood-gates of the strongest construction, to withstand the pressure of high tides. They also form 2 great basins, *Ooster- and Wester-Dock*, capable of receiving 1000 vessels.

A great **NORTH SEA CANAL* from Amsterdam direct to the North Sea through the isthmus connecting S. and N. Holland is being constructed. It occupies in part the site of the sheet of water formed by the expansion of the *Ij*, &c., now drained. It will be only 15 m. in length, available at all tides for the largest ships, and protected by *piers* forming a harbour of refuge at its mouth, &c., at the same time stop-

ping out the Zuider Zee. (See Rte. 4, Velzen.) The huge *Dam* and sluices, founded in a lake of mud on 10,000 piles, to keep out the Zuider Zee, may be seen in a walk to Paddenhoek, 2½ m., passing the Docks on the way. The fine *Locks* and huge *Lock Gates* at Schellingworode, may be visited by means of steamers from the quay of the Buitenkant several times a day.

The *Palace* (Het Paleis), open daily 50 cents, tower 50 cents extra, on the *Dam*, formerly *The Stadhuis*, is a vast and imposing edifice of stone, standing upon 13,659 piles driven 70 ft. deep into the ground. The architect was Van Campen; the first stone was laid 1648, and the building finished 1655. It was originally occupied by the magistracy, for town councils, judicial tribunals, and the like. During the reign of Louis Buonaparte it became his palace (1808), and the King of the Netherlands resides in it whenever he visits Amsterdam. The main entrance is behind. The treasures of the once celebrated bank of Amsterdam, which used to regulate the exchanges of Europe, were kept in the vaults below the building. It is chiefly remarkable for one grand Hall, the Ball-room, occupying the centre of the building, lined with white Italian marble, 120 ft. long and 60 ft. wide, and nearly 100 ft. high. The sculptured bas-reliefs which adorn the building are by *Arthur Quellin*, and deserve notice as works of art, those especially which adorn the two pediments; many of those in the interior are appropriate and well executed: thus over the door of the room which was the secretary's is a dog watching his dead master, and a figure of Silence with her finger on her lips, as emblems of fidelity and secrecy. The Bankrupt Court has a group representing Dædalus and Icarus—in allusion to rash speculations and their ruinous consequences. The paintings in imitation of sculpture, by *de Wit*, are admirable. In the Audience Chamber is a large picture, by *Wappers* and *Eckhout*, of Van Speyk blowing up his ship. It is worth while to see the *View from the tower* on the summit of the building. This is the best place to obtain a tolerably correct idea of this

wonderful city, with its broad canals, avenues of green trees running through the heart of the town, houses with forked chimneys and projecting gables, many of them bowing forward or leaning backwards, from subsidence in their foundations. Beyond these the line of the North Sea Canal is seen. The horizon extends on the N. side over the Zuider Zee, over the IJ, to the numerous windmills and red roofs of Zaandam, the N. Holland canal and the towers of Alkmaar; S. over the site of the Haarlem Meer, now ploughed by the share and no longer by the keel; S.E. appear the towers of Utrecht and Amersfort; and W. the spire of Haarlem, with the straight canal and railway pointing towards it.

In the middle of the *Dam* rises a granite monument, erected in 1856, to the Dutch soldiers who fell in the campaign of 1830-31, and called the *Cross of Metal*, from the name of the Dutch war-medal of that date.

The present *Stadhuis*, or Town Hall, on the Oudezigers Voor Burgwal, built 1578, was formerly called Prinsenhof, because Marie de Médecis, the Earl of Leicester, and others, were entertained here at the expense of the community. From 1579 to 1795 it served for the Admiralty, and now contains good pictures—portraits of burgomasters and citizens of Amsterdam, by *Van der Helst*, *Frans Hals*, *Govert Flinck*, &c.; also a capital *Lingelbach*, a view of the palace while building; and a view of it finished by *Van der Ulft*.

The *Exchange*, with Corinthian portico, opened 1845, is a handsome edifice in front of the palace: its construction was a work of great difficulty on account of the looseness of the soil, a mere turbary or bog, which caused the foundations to give way. 3 o'clock is the daily hour of *high change*. The present building is to be taken down, to make way for a new street from the Central Rly. Stat. to the *Dam*. Amsterdam has lost ground in commerce since the introduction of free trade and steam navigation; her merchants have sunk into a stockjobbing aristocracy, investing enormous capital in state loans. On one day in the first week of

the fair the boys in Amsterdam are allowed to play in the Exchange, in memory of the orphan boy who discovered the attempt of the Spaniards, in 1662, to blow up the former building, by means of a barge full of gunpowder in the canal which formerly ran under it.

The *Palace of National Industry*, a permanent Exhibition building, near the Amstel, is of glass and iron, and is surrounded by a garden. It was founded by an eminent Israelite (died 1866) by whom many of the recent improvements in Amsterdam were planned, and whose name is preserved in the new broad and handsome *Sarphati-sstraat*.

The Churches of Amsterdam, stripped of almost every decoration at the Reformation, are in themselves rather barren of interest, forming a complete contrast to the richly ornamented structures of Belgium.

The *Oude Kerk* (Old Church), in the Warmoes Straat, founded in the 14th cent., has 3 fine windows of painted glass, executed by Digman between 1549 and 1648; the tombs of several Dutch admirals; a list of the persons killed in Amsterdam by the Anabaptists, 1535; and a fine set of chimes. The *Organ* is esteemed by many not inferior, as to tone, to that of Haarlem. "It is as gorgeously framed. The gallery in which it stands is richly inlaid with porphyry and white marble. The tones are rich, firm, and brilliant. It has 68 stops, 3 rows of keys, and a full complement of pedals. In short, it is a first-rate instrument, finished about 1760, by Batti, of Utrecht."—*H. F. C.*

The *Nieuwe Kerk* (so called, though built in 1408), on the Damrak, close to the palace, is one of the finest churches in Holland, but much damaged by fire in 1576: it has a fine open screen of brass. It contains, among many public monuments, that of *Admiral de Ruiter* (died 1676), the commander who sailed up the Medway and burnt the English ships at Chatham, who at different times contended with the English admirals Blake, Monk, and Prince Rupert, and who commanded the Dutch at the battle of Solebay. He is styled, in his epitaph, "*immensi tremor Oceani.*" There are

also monuments to Captain Bentinck, killed in the battle of the Doggerbank, 1781, to the poet Vondel (died 1679), and to Van Speyk, who blew up himself and his ship, in the Schelde, 1831, rather than yield to the Belgians. (Rte. 18.) The splendidly carved pulpit, with its huge sounding-board, was executed by Albert Vincken Brinck, in 1649.

The churches in Holland are, perhaps, more numerous and regularly attended than even in England. The sermons to be preached on Sunday are announced beforehand in placards, like playbills with us. The congregation sit during the sermon with their hats on or off, indifferently, just as the members in our H. of Commons. In most of the churches Sunday service is performed 3 or 4 times. The form of religion is chiefly Dutch Presbyterian, though there are many Lutherans; the Government aids all, as well as the Scotch Presbyterian.

The Jews, who form a large part of the population, reside mostly in a particular quarter, they have 4 *Synagogues*: the most splendid is that of the Portuguese, in the Muiderstraat, which is worth visiting. The streets leading to it seem but a repetition of Monmouth Street, St. Giles's—the same dirt and filthy smells, the same old clothes. The Jews of Amsterdam are, from their wealth, a very influential body. Baruch Spinoza, the metaphysician, was a native of Amsterdam, and son of a Portuguese Jew (1632).

The ***Museum or Picture Gallery* (Rijks-Museum)—placed since 1814 in the Trippenhuis (a name derived from its former owners, Lewis and Henry Trip), in the Kloveniersburgwal—is open free from 10 to 4 daily, except Sat. and Sun., when it is usual to give a guilder to the keeper for admission for a party; catalogue 1 fl. Many of the pictures are attached to shutters, which admit of being drawn forward upon hinges in order that they may be seen under the most favourable lights.

It was commenced by King Louis Buonaparte in 1808. The nucleus consisted of the pictures removed from the House in the Wood at the Hague, and

enriched by the addition in 1870 of the gallery of the late L. Dupper. It now consists of 515 pictures almost entirely works of the Dutch school, of which it contains many chefs-d'œuvre.

One of the most noteworthy pictures is "The Banquet of the Archers" by *Van der Helst*, representing the City Guard of Amsterdam met to celebrate the Treaty of Münster, 1648; an event which, as it definitively recognised the independence of the Dutch Republic, was justly considered a subject worthy the pencil of the artist. The figures, 25 in number, are portraits; the names are inscribed below, but there are no persons in any way distinguished among them. One of them represents the lieutenant of the company, and his dress is the uniform of the Dutch schutterij (civic guard) of that period. "This is, perhaps, the first picture of portraits in the world, comprehending more of those qualities which make a perfect portrait than any other I have ever seen. They are correctly drawn, both head and figure, and well coloured, and have a great variety of action, characters, and countenances; and those so lively and truly expressing what they are about, that the spectator has nothing to wish for. Of this picture I had heard great commendations; but it as far exceeded my expectation as that of Rembrandt, the Night Watch, fell below it."—*R.* The preference of Sir Joshua hardly agrees with the estimate of the best Art critics of the present day, who esteem "the Night Watch" more.—Portraits of 3 members of the Archers' Guild, seated at a table, holding the prizes for the best shots, a sceptre, a goblet, and a chain; a fourth man, said to be the painter, a woman, and a dog. In the background 3 young marksmen. "An admirable picture."—*R.* Portrait of Mary, daughter of Charles I., wife of William II., P. of Orange, and mother of William III. of England. *Van der Helst* is a scarce master, and his works are nowhere to be found in equal perfection with those at Amsterdam.

Backhuysen.—The Pensionary John de Witt embarking on board of the Fleet in 1665. A view of Amsterdam.

Berghem.—Several fine Landscapes; one particularly, called an Italian Landscape. *Ferdinand Bol*.—Portrait of Admiral de Ruiter.

Gaspar Crayer.—The Adoration of the Shepherds. A Descent from the Cross. *Cuyp* and *Both*.—Some admirable landscapes.

Gerard Douw.—The Evening School, a painting in which the effect of candle-light is wonderfully portrayed: no less than 4 different lights are introduced into the picture, and variously thrown upon the 12 figures which compose it. A Hermit in a Cave before a Crucifix surprisingly finished.

Hondekoeter.—Several pictures of fowls, game, rare birds, &c., unequalled in their class probably in the world. One of the most remarkable is that known as "the Floating Feather," in which a Pelican is introduced with Ducks swimming. *Van Huysum*.—Fruit and Flower pieces.

Carl du Jardin.—Portraits of the 5 Governors of the Spinhouse at Amsterdam. "They are all dressed in black; and, being upon a light background, have a wonderful relief. The heads are executed with a most careful and masterly touch, and the repose and harmony of colouring spread over the whole picture are admirable."—*R.* The portraits of this artist are rare, as he is generally looked upon as a painter of landscapes, sheep, and small figures. There are 3 other good pictures by him, and no other collection probably possesses works of his showing equal excellence.

Lievens.—Portrait of Vondel the poet.

Miereveld.—Portraits of William I. and Maurice, Princes of Orange.

Ostade, A.—The Painter in his Study.

Ostade, J.—A laughing Peasant with a jug in his hand.

Paul Potter.—A Landscape with Cattle, and a Woman suckling a Child. Orpheus charming the Beasts. A Bear Hunt, one of the few paintings by this master in which the figures are as large as life. A part of the original painting has peeled off the canvas.

Rembrandt.—The picture called the *Night Watch probably represents a company of archers, with their leader, Cap-

tain Kok, going out to shoot at the butts. It appears to have been much damaged. The name of Rembrandt is upon it, below the foot of the girl in white, with the date, 1642. The unfavourable opinion of it expressed by Sir Joshua Reynolds is not confirmed by judges of art in the present day, who consider that he does injustice to one of the finest and most wonderful productions of the great painter. Another first-rate painting is the **Portraits of 5 Syndics of the Drapers' Company and their servant*. They are seated round a table, apparently conversing on matters of business. The heads are finely painted, particularly the one nearest to the right. There are parts of this painting which, in force of execution, the painter probably never surpassed. It is pronounced to be the finest "portrait group" in the world. *Ruisdael*.—A magnificent waterfall. The castle of Bentheim. The same subject is to be found at Dresden.

Schalken.—William III., a portrait by candlelight. H. Walpole says that the artist made the King hold the candle until the tallow ran down and burnt his hand. Two Boys; one eating soup, the other an egg, with his face slobbered over by the yolk; called "Every one his fancy;" which motto is written on the picture. *Jan Steen* is, perhaps, nowhere seen to greater advantage. A Baker at a Window, and a Boy blowing a Horn to let the neighbours know that the rolls are ready. A Village Quack. The Fête of St. Nicholas, an occasion when the Dutch every year make presents of bonbons to their children who behave well, while the naughty ones are left without anything, or receive a whipping. The story is admirably told in this picture, which is a chef-d'œuvre of the master. *Snyders*.—Dead Wildfowl.

Teniers.—Temptation of St. Anthony. A Peasant drinking and smoking. *Terburg*.—A Lady in White Satin talking with a lady and gentleman. Her back only is seen, but the whole attitude shows that she is struggling with her feelings. (See Kugler, § LV. 5.) The Ministers at the Congress of Münster.

A. Van der Venne.—Portrait of William I., taken after his death. *W. Vande-*

velde.—View of Amsterdam, from the Schreijershoek Tower; dated 1686. "One of the most capital works of this artist."—*R*. Two Paintings of the Sea Fight between the Dutch and English, which lasted 4 days, in which the Dutch were victorious: one represents the battle between De Ruiter and General Monk, in which 4 English line-of-battle ships were taken. Calms at Sea, painted with the most exquisite clearness, and with that wonderful effect of distance over the surface of the water which is the peculiar excellence of Vandevelde. *Vandyk*.—Portraits of two Children of Charles I.: one of them, the Princess Mary, became the wife of William II., Prince of Orange. *Jacob van der Borch*, a masterly portrait.

Weenix.—Dead Game. *Wouwerman*.—A Stag Hunt, in this artist's best manner. The Chasse au Vol, Hawking Party. A picture representing officers plundered and bound by peasants. The horse is exquisitely painted. All three are very fine: there are others of great excellence, as, a Landscape, with a white Horse.

The Museum also contains one of the most remarkable collections of prints in Europe, particularly rich in the Dutch and Flemish masters, formed by Mr. Van Leyden, and purchased by Louis Buonaparte, K. of Holland. It occupies 200 portfolios.

A fine *Statue of Rembrandt*, by Royer, was erected in the Botermarkt, 1851, and the house in which he lived in the Jews' Breestraat is marked by an inscription.

In the *Spin-house*, or prison for female offenders, in the Nieuwe Prinsen Gracht, are several pictures and portraits of directors of the establishment, by *Rubens* and *Van Dyk*, exceedingly fine, and well worth notice.

The cabinet bequeathed to the Royal Academy by the late *M. van der Hoop* (died 1854), open daily 10 to 4, Sunday 12 to 4, fee 50 cents, catalogue 25 cents, now in the Oude Man Huis, is also first-rate: it has an excellent Landscape by *Adrian Vandervelde*, with figures of the painter and his family; and one of the finest *Ostades* known, from the cabinet

of the Duchesse de Berry; fine *Adrian of Utrecht, Both, Mieris, Jan Steen.*

There are several first-rate *Private Collections* of pictures in Amsterdam: that belonging to **M. Six* (Heerengracht, bij de Vijzelstraat, X. No. 397) contains *Rembrandt's* $\frac{1}{2}$ length sketch of the Burgomaster Six, painted with great power and effect; and of *Madame Six*, a wonderful picture.—*G. Douw*, A Girl with a Birdcage, exquisitely finished.—*Metzu*, A Fishwife.—*Cuyp*, Sunny Landscape, ships and water; and a moonlight view.—*V. der Neer*, Moonlight.—*Hobbema*, Landscape.—*Ruisdael*, ditto.—*Wynants*, ditto.—*Paul Potter*, Cattle; good.—*Jan Steen*, A Jewish Marriage. *Weenix*, Dead Game.

The gallery of **Mrs. van Loon* (Heerengracht X, No. 402) contains very fine specimens of the Dutch school, *Rubens*, &c.

The *Fodor Museum* on the *Keizersgracht*, bequeathed to the city by a Mr. Fodor (died 1860), contains a very valuable collection of modern paintings, including works of *Ary Scheffer*, *Achenbach*, and *Rosa Bonheur*, together with ancient and modern drawings, etchings, and engravings. They are preserved in a handsome building erected with every convenience and arrangement desirable for giving due effect to the extensive collection it contains; charge for admission, 50 cents. Open daily, 10 to 2, catalogue 50 cents.

The *Historic Gallery of Pictures*, contributions by the principal Dutch artists of the day, in one of the rooms of the Artists' Club, *Arti et Amicitia*, on the *Rokin*, is open to the public on payment of 25 cents, and is well worth a visit.

Amsterdam is remarkable for the number and extensive bounty of the *Charitable Institutions* which it supports, for the most part, by voluntary contributions of its benevolent citizens. It is recorded that, when some one in conversation with Charles II. prognosticated speedy ruin to the city from the meditated attack of Louis XIV.'s armies, Charles, who was well acquainted with the country from a long residence in it, replied, "I am of opinion that Providence will preserve Amsterdam, if it were only for the great charity they

have for their poor." This city alone, it is said, numbers no fewer than 23 institutions of benevolence, including hospitals for the reception of the aged and infirm, the insane, orphans and widows, foundlings, &c., some of them attached to the churches of peculiar religions, others open to all sects without distinction. At one time more than 20,000 poor people received their daily bread and board from charity. Begging is forbidden, and is severely punished.

Some of the almshouses, such, for instance, as the hospital for Protestant old men and women, on the Amstel, look more like princes' palaces than lodgings for poor people. The *Burgher Orphan Asylum* receives 700 or 800 children, boys and girls, until they are 20 years of age; and before they are sent out into the world they are instructed in some trade or profession. They are well taken care of, and are very healthy.

The orphan children of the different asylums are generally distinguished by a particular dress: those of the Protestant Burgher House (in which Van Speyk was brought up) wear black and red jackets; the girls of the Roman Catholic Orphan House wear black, with a white band round the head: the orphans educated in the *Almosoniers Orphan House* are dressed in black, and wear round the left arm the colours of the town—a black, red, and white band, with a number. The intention of these costumes is to prevent their entrance into playhouses, gin-shops, or other improper places; a severe penalty being inflicted on persons who should admit children thus attired.

There is a class of *Provident Institutions* here and in other Dutch towns, called *Proveniers Huizen* (providers' houses), for the reception and comfortable maintenance of old men and women, who pay a comparatively small sum, proportioned to their age (*e. g.* from 50 to 55 years, 2000 guilders; 55 to 60, 1500; 70 years and upwards, 500 guilders), for admittance, and are supported in respectability to the end of their days. They form a very suitable retreat for domestic servants, who by timely savings may obtain an entrance; indeed, masters and mistresses sometimes re-

ward old and faithful domestics by paying for their admission.

The poor throughout Holland are generally supported by voluntary contributions. In all the churches collections are made every Sunday by the deacons, who go round to all present, carrying a little bag attached to the end of a stick, like a landing-net, with a monitory bell fixed to it, into which every person drops something suited to his means.

There are also good institutions for the blind, and deaf and dumb, and of late years the charity formerly devoted to the erection of almshouses has been diverted to provide wholesome dwellings for the labouring classes.

The Dutch are not so absorbed in commerce, as to be unable to devote time to literature and the arts; witness the society called *Felix Meritis*, from the first words of a Latin inscription placed upon the building, which is founded and supported entirely by merchants and citizens. The building is situated in the Keizers Gracht. In its nature it bears some resemblance to the Royal Institution in London. It contains a library, museum, collections of casts of ancient statues, of chemical and mathematical instruments, a reading-room, and a very fine concert-room and observatory. Lectures are given in various branches of art, science, and literature, but there is little in the building, perhaps, to take up the time of a stranger merely passing through the city.

There are many other useful societies, the most prominent being the *Association for the Promotion of the Public Weal* (*Maatschappij tot nut van't algemeen*). It was established in 1784, by a simple Baptist clergyman named Nieuwenhuizen, at Monnikendam, and it now numbers 200 offsets or branch societies, and 13,000 members, extending all over Holland. Its object is the instruction and improvement in condition of the lower classes: 1. By promoting the education of the young, improving school books, establishing Sunday schools, and providing for the children after quitting school—establishing book societies and libraries for the poor.

2. By extending information to adults by popular writings, public lectures, and the institution of banks for saving. 3. By the distribution of public rewards to the industrious and virtuous among the poorer classes; bestowing medals on such as have risked their lives in preserving those of others, &c. The headquarters of this admirable society are at Amsterdam, where an annual meeting of the members is held on the second Tuesday of August. A subscription of 5 or 6 guilders yearly constitutes a member.

The *Promenades* are the *Plantaadje*, or *Plantation*, at the end of the Heeren Gracht, surrounded by canals, and not far from the dockyards. Near this is the **Zoological Garden*, founded in 1838, which deserves a visit (admission 50 cents). It is 11 acres in extent, and a place of general resort with the upper classes on Sunday afternoons and Wednesday evenings. It has a spacious and excellent *Museum* of shells, minerals, and skeletons well arranged, as also of Japanese curiosities. Not far off is the *Park*, a private club and concert-room, to which strangers may be admitted by a member. Beyond this is the *Muiderpoort*, the only city-gate remaining of the 8 formerly existing, which were rendered useless by the abolition of the excise duties.

At the extremity of the *Stadhouderskade*, near the *Prison*, is the **Vondels-Park*, laid out by private subscription, and to be extended to the *Amstelveen-road*. The *Park* receives its name from the *statue* in it to the *Poet Vondel*.

The *Amstel* river is a great trunk of navigation. It is embanked, and navigable 11 m., to the boundary of the district, where it divides into 2 branches, which unite with numerous canals, both in this district and that of *Rijnland*. The banks of the *Amstel*, outside the *Utrecht* gate, are much resorted to.

The want of spring-water, formerly severely felt in the city, is now supplied by a *Water Company*, established by British capitalists, who have conveyed into Amsterdam pure water from the Dunes, near *Haarlem*.

A portion of the poorer inhabitants live entirely in the cellars of the houses.

There is also a class who live constantly upon the canals, making their vessels their home. "In this and in many other respects the Dutch bear a strong resemblance to the Chinese: like that industrious and economical race, they keep their hogs, their ducks, and other domestic animals constantly on board. Their cabins display the same neatness as the parlours of their countrymen on shore; the women employ themselves in all the domestic offices, and are assiduous in embellishing their little sitting-rooms with the labours of the needle; and many of them have little gardens of tulips, hyacinths, anemones, and various other flowers. Some of these vessels are of great length, but generally narrow, suitable to the canals and sluices of the towns."—*Family Tour*.

"This mode of living is a good example of Dutch industry and thrift. A man marries—he and his wife possess or purchase a small boat that will carry 1 to 3 tons. They live and cook on board, move about, carry articles to and from markets; and their first, if not second child is born, or at least nursed, in this puny vessel. The wife nurses the children, mends, and often makes, all the family clothes, cooks, and assists in navigating the craft, especially in steering; when you may, at the same time, observe the husband with a rope over his shoulder dragging the boat along a canal or river when the wind is adverse. In process of time they buy a larger vessel, probably of 6 or 7 tons, and, if the smaller one be not unfit for use, sell it to a young beginning couple. In the second vessel their family grows, until they are probably strong enough to manage together, with perhaps an additional hand or two, one of those large vessels, carrying from 200 to 400 tons, called Rhine boats: on board of all which the population live in the manner before described."—*Commerc. Statist.*

One of the most interesting spots in Amsterdam, from the bustle displayed on it, is the Harbour and the Quay, along the bank of the Ij. The two enormous dykes or dams constructed at vast expense, nearly parallel with the shore, serve the double purpose of pro-

tecting a part of the town from inundations to which it was previously exposed, and of gaining from the river a considerable space forming capacious basins or docks (*Oostelijk and Westelijk Dok*), capable of holding nearly 1000 vessels, and closed by large sluice-gates. Between the two dams two rows of strong piles (bearing the singular name of Duc d'Alben) extend. Openings are left at intervals between them to allow ships to enter and depart; these are closed at night by booms, so as to separate the harbour from the Ij. At the extremity of the western dam, near the fish-market, is the *Herring Packery*, where, during the season of the herring fishery, all the business connected with the examining, sorting the fish, and repacking them for foreign markets, is transacted in the presence of officers appointed by the authorities. Every proceeding with respect to the herring fishery is regulated by a committee of managers, or shareholders, called commissioners of the Great Fishery (by which is meant the herring fishery), approved of by the government, and under the inspection of officers appointed by them. These regulations are exceedingly minute and precise. "The period when the fishery might begin is fixed at 5 min. past 12 o'clock on the night of the 24th June; and the master and pilot of every vessel leaving Holland for the fishery are obliged to make oath that they will respect them. The species of salt to be used in curing the different sorts of herrings is also fixed by law; and there are endless rules with respect to the size of the barrels, the number and thickness of the staves of which they were to be made, the guttings and packing of the herring, the branding of the barrel. These regulations are intended to secure to the Hollanders that superiority which they had early attained in the fishery, to obtain for the Dutch herrings the best price in foreign markets, and to prevent the herrings being injured by the bad faith of individuals."—*McCulloch's Dictionary of Commerce*.

The fishery, however, is sadly fallen off at present; scarcely 200 herring vessels are sent out from the whole of Holland, instead of 2000, the number

employed in former days. Still the arrival of the herrings is looked for with eager anticipation at Amsterdam: a premium is given to the first buss which lands a cargo; small kegs are then sold at a high price; and a single herring often fetches as much as 5s. The art of curing herrings was invented by one William Beukels, of Biervliet, a Fleming. In veneration for one who had conferred so great a benefit on his country, the Emperor Charles V. made a pilgrimage to his tomb.

Close to the Haringpakkerij is a bridge stretching across the harbour to the tavern called *Nieuwe-Stads-Herberg*, which is the starting-place of the steamers to Zaandam, and of the ferry-boat to Buikaloet. (Rte. 3.)

Further on, beside the harbour, stands the antique *Schreijershoektoren* (Weeper's Corner Tower), so called because, being situated near the quay from which vessels used to set sail, it was a constant scene of lamentation at the departure of relatives and friends. It dates from 1482.

The humble dwelling of the heroic *De Ruiter* still exists, No. 80, on the *Ij-Gracht* or *Buitenkant*.

On the Dam stands the house called *Zeemanshoop* (Seamen's Hope), built by an association of 300 members, chiefly ship captains, with which a charitable foundation for the benefit of their widows and orphans is connected. Many of the first people of Amsterdam are enrolled as members.

Near the E. dock is the *Naval Academy* (*Kweek-school voor de Zeevaart*), in which the sons of sailors are provided by the government with an education fitting them for the naval profession. In the yard attached to the building is a frigate fully rigged, to make the pupils acquainted with the details of a ship's equipment. Their dormitory also is fitted up like the between-decks of a man-of-war; every boy sleeps in his hammock, suspended from the roof, above his locker or chest in which his clothes, &c., are kept.

Farther E., beyond the quay of the *Ij-gracht*, a long bridge leads to the island of *Kattenburg*, on which is

situated the *National Dockyard* (*Lands, or Rijkswerf*). It is now separated from the *Ij* by the eastern dam. It is the largest naval dépôt and arsenal in Holland; there are usually several vessels of war on the stocks. Admission may be obtained by showing a written order from the British or American consul to view it—its slips, ropewalks, model-room, in which are preserved specimens of the worm-eaten piles alluded to above; but an Englishman will find that it is not to be compared with the dockyards of his own country.

In the latter part of the 13th cent. Amsterdam was still a cluster of fishermen's huts, in a salt-marsh. Its great advance in wealth and importance took place in the 16th cent., after the siege of Antwerp, when the persecutions of the Spaniards in the Flemish provinces drove so many valuable subjects, active merchants, and clever manufacturers, to seek for safety and the free exercise of the reformed religion in Holland and England. Many wealthy inhabitants of the city also are descendants of refugees driven out of France on the revocation of the Edict of Nantes.

It is supposed that Fénelon had Amsterdam in view while describing Tyre in his *Télémaque*. Its prosperity for a long time depended on its shipping, which engrossed the carrying trade of the whole world, and likewise had the effect of rearing a bold race of sailors, ready to fight the battles of their country, and to brave storms and tempests, in every sea under heaven. At one period the trade in butter and cheese brought 1,000,000 ducats annually to Amsterdam. The *Bank of Amsterdam*, described by Adam Smith, no longer exists: another, the present Bank of the Netherlands on the *Rokin*, was set up by King William I., and the capitalists here still continue the bankers of a large part of Europe.

The *Manufactures of Amsterdam* comprehend cotton and woollen stuffs, furniture, iron and metal works, refineries of camphor (the coagulated sap of a tree, found principally in China), manufactories of small (a blue glassy

substance produced from cobalt: the artificers of Amsterdam alone know how to refine it in the best manner, by grinding it minutely, and by other methods, which are kept secret. They produce a great variety of shades in the colour, which is chiefly employed in painting china). Many other articles are manufactured here, by methods believed to be known only in Amsterdam; such as cinnabar or vermilion, rouge, white lead, and aquafortis; gold lace, and a great variety of scents and perfumed oils, are also objects of commerce.

The art of cutting or grinding diamonds was for a long time confined to the Jews of Amsterdam and Antwerp. It is supposed not to have been known in Europe previous to the employment of diamond-dust by Louis de Berguem in 1576. The diamond-mills at Amsterdam are numerous, and are exclusively the property of Jews, consequently are closed on Saturday, but not on Sunday. They are worked by steam-engines, setting in motion a number of small wheels, whose cogs, acting on regular metal plates, cause them to revolve 2000 times in a minute. Pulverised diamond is placed on these; and the stone to be polished, fastened in a metal cap, by means of an amalgam of zinc and quicksilver, is submitted to the friction of the adamantine particles: each wheel can operate on 4 stones at once. In order to cut the diamond, diamond-dust is fixed on metal wire that is moved rapidly backwards and forwards over the stone to be cut. Each perfect stone has 64 facets, each rose 32. The Kohinoor was polished at the mill of M. Coster, in the Zwanenburger-sstraat (visitors admitted, small fee to the sick fund expected).

Theatres.—Open alternately every day in the week but Sunday; performances begin at 6 or half-past 6.—1. *The Dutch Theatre* (Stads Schouwburg, near the Leiden-gate), open in winter with Italian operas, Dutch tragedy and comedy. 2. *The German Theatre*, in the Amstel Straat, for German representations only. There is also a smaller theatre where vaudevilles are represented, called *The Salon*

des Variétés: it is much frequented, as smoking is allowed. Entrances 15 stivers. Concerts are given at Frascati's, in the Nes, in winter: at the *Great Hall in The Park* in summer on Sundays. Theatres are closed from May to Aug. 31.

Excursions—(a) to Broek and Zaan-dam, Rte. 3; (b) to Schillingwoude, 2 m., by steamer from the Buitenkant, to see the stupendous *Lock-gates* of the *N. Sea Canal* from Pampus; 22 of iron, 34 of wood. 3 of the locks are for the passage of ships; 2 for admitting or excluding the water.

Railroads (Hollandsche Spoorweg)—to Haarlem, Leiden, Hague, and Rotterdam—terminus outside the Willems or Haarlem gate:—(Rhijn Spoorweg), to Arnhem and Rotterdam, viâ Utrecht; also to Dusseldorf, Cologne!—to Zwolle and Kampen (Rte. 6); to Arnheim, Zutphen, Salzbergen, Hanover, and Berlin (Rte. 10), terminus to the S. E. of the city, outside the Weesper gate (Rte. 5).

— to Alkmaar and the Helder; Stat. at Zaandam, whither steam ferry-boats ply.

ROUTE 3.

AMSTERDAM TO BROEK, AND THE GREAT NORTH HOLLAND SHIP CANAL. AMSTERDAM TO ZAANDAM.

BROEK.—A steam ferry-boat plies every hour from the tavern called Nieuwe Stads-Herberg, rising on piles in the midst of the Ij, to the S. point of the opposite shore of Waterland, 1½ m. from Buiksloot. Trekschuits ply from the same house to Broek 4 times a-day. The best way is to take the

steamer to Zaandam, there hire a carriage for Broek (with 1 horse 5 grs., exclusive of tolls and driver), which will bring you back to Buiksloot ferry (Tolhuis), where you embark for Amsterdam.

The harbour of Amsterdam is fenced in with 2 long lines of piles driven into the mud, having open spaces at intervals to allow vessels to enter and depart. These openings are closed at night with booms, or large trees covered with iron spikes, which are drawn across and fastened with chains. About 1810 it was discovered that a molluscous animal (*Teredo navalis*) had reduced the piles, though of the finest heart of oak, to a state resembling honeycomb, so as to require constant renewal.

In traversing the harbour long rows of little pavilions, raised upon wooden piers, are remarked, stretching far out from shore, several feet above the water. These are summer-houses belonging to the citizens, the owners of pleasure-boats, who delight to come hither and smoke their pipes and sip their wine, beer, or coffee. From the landing-place Amsterdam is seen to great advantage, stretching along the opposite shore of the Ij. It is by far the best view of the city, and is a picture of wealth and industry, bearing witness to the extent of the trade which is still carried on with almost all parts of the globe.

The Ij is frozen over in severe winters. In the winter of 1794-5 the Dutch fleet lying in the Ij, opposite Amsterdam, was captured by a French corps of cavalry and flying artillery! The vessels were frozen up in the ice at the time, and the detachment from the invading army crossed the ice to attack them.

Buiksloot is a large village at the Waterland dyke, abounding in spacious inns, with numerous apartments for the reception of guests from Amsterdam. Inns: De Boer's and Geritzen's. Carriages may be hired here to go to Broek (4 m.) and return for 6 grs.; to Zaandam for 4 grs.; Monnikendam $4\frac{1}{2}$ grs.; Edam 5 grs. The longer tour by Broek, Monnikendam, Edam, Purmerende (where is the only tolerable inn on the route, at which travellers may

dine), to Saardam, costs 16 grs., and will occupy a whole day.

The *Great Ship Canal of North Holland* begins here directly opposite Amsterdam, and extends to the Helder and Texel, a distance of 51 m. It is one of the greatest undertakings of the kind ever executed. At the surface it is 124 ft. wide, at the bottom 31 ft., a breadth sufficient to admit two frigates to pass; and it is 21 ft. deep. It has locks only at each end. The lock-gates exceed in dimensions the largest in the docks of Liverpool; they are founded upon piles driven through the mud into sand. The level of the canal at Buiksloot is 10 ft. below the mean height of the sea, and of course many feet below high tides. As a work of utility this canal deserves the highest praise, since it enables vessels to enter and quit the port of Amsterdam with safety, and without any delay, in defiance of contrary winds, and unimpeded either by the storms or the thousand sandbanks of the dangerous Zuider Zee: at the same time avoiding the trouble and risk of passing the bar at the mouth of the Ij, called the Pampus, over which lay the only outlet to the sea before this canal was made.

Large vessels were formerly obliged to discharge their cargoes on the outside of the harbour of Amsterdam, and were then lifted out of the water and floated over the bar by means of a machine called a camel, a species of double chest of wood, the 2 halves of which are shaped to fit the hull of a ship. Being filled with water and sunk, they are attached to the side of the vessel to be lifted. The water is then pumped out of them, and of course, as they become buoyant, they raise the ship with them.

The time employed in tracking the fly-boats from Amsterdam to the Helder, by the canal, is 10 hrs.; moderate sized vessels in about 18 hrs.; and large East Indiamen are tracked in 2, 3, or 4 days, according to the wind. Such vessels were not unfrequently detained as many weeks by tempestuous weather and other obstacles before they could make this short voyage by sea.

The difficulties which opposed the formation of this canal, through ground

consisting of low swamp and loose sand, increase our admiration of the skill and perseverance by which it was planned and executed. The original sea-shore, which is the only firm ground in New Holland, was found by boring to be 43 ft. under the present surface, and the foundations of the locks were laid at that depth. One principal difficulty which occurs is the preventing the loose and silty soil which forms the banks of the canal from sliding down into the bottom and filling up the channel. Blanken was the engineer; it was begun 1819 and finished in 1825, at a cost of nearly $1\frac{1}{2}$ million sterling. The only disadvantage to which it is liable is that of being choked up by ice in winter. Some years ago 35,000 guilders, about 3000*l.*, were expended in cutting a passage through the ice for several outward-bound vessels.

The road to Broek is dull; it runs through a flat country of meadows by the side of the N. H. Canal, as far as half way, and at the 2nd bridge quits this and follows the Broek Canal, along which men and women, harnessed like horses to the towing rope, may be seen submitting to the drudgery of tracking barges laden with fruit and vegetables for the Amsterdam market. The habitations passed on the way are mostly cottages of one story, surmounted by roofs nearly twice as high as the walls; these serve as storerooms for the winter stock of hay.

BROEK (pronounced Brook), celebrated as the cleanest village in the world, is a place of considerable extent, built on the border of a large pond or lake. Many of its 800 Inhab. are merchants, landed proprietors, underwriters, stockbrokers, or tradesmen who have amassed fortunes and retired from business. Some of them are taken up with the manufacture of those little round cheeses known all over the world as Dutch cheeses, an article of great traffic, and source of considerable wealth to the province of North Holland. "There is neither horse nor cart road through the place, so we were obliged to leave our carriage at a small inn on its outskirts, and to walk through it.

A notice on a board warns strangers that they are not to smoke in the village without a stopper on their pipe, nor to ride through it, but must dismount and lead their horse at a foot pace! The narrow lanes or passages which intersect it are paved with bricks or little stones set in patterns. Broek has been the subject of many exaggerated descriptions; this, for instance, is dignified in the Guide-books by the name of mosaic. The paths are strewn with sand or shells. The houses are mostly of wood, painted white and green, with roofs of glazed tiles of different colours: the habitations of the poorer classes are usually only of one story; those of the rich are for the most part of the style which has been appropriately called 'the florid Cockney,' something between Grecian, Chinese, and Saracenic: one has a pasteboard-looking front, intended to represent a temple; another is painted with such various colours as to call to mind the scenery of a theatre. Many of them are planted at the edge of canals and are approached by bridges formed of planks. Broek has an inanimate and listless appearance, owing to the custom of keeping the front door and windows always closed, save for the entrance of the bridal pair after marriage, and for the exit of a corpse for burial. No one should visit Broek without entering one of the houses, as the interior is far more curious than the outside. The greater part of them are private dwellings, and of course strangers are not admitted without an introduction to their owners. Before almost every house in the place we had remarked a large collection of shoes and sabots, for the inmates usually put them off at the door, like the Turks, and walk through the house in slippers or stockings; and even the Emperor Alexander, it is said, on visiting Broek, was compelled to comply with this usage."

"On entering one of the numerous dairy-farms where cheese is made, we found a stable for the cows in winter running round three sides of it, the centre and remaining side being set apart for human beings. The cows were all absent from home in their summer

quarters—the fields. I am sure that $\frac{1}{10}$ of the poor people of England, and a much larger proportion of the Irish, are not so well and cleanly lodged as the brutes in this country. The pavement was of Dutch tiles, the walls of deal boards, not painted or rough sawn, but as smooth and as clean as a dining-table in an English farm-house. From one end of the stable to the other runs a gutter, and above it, over each stall, a hook is fastened in the ceiling. When the cattle are within doors their tails, from motives of cleanliness, that they may not dangle in the dirt and besmear their comely sides, are tied up to these hooks in the ceiling!”

Here may be seen the cheeses in various stages of preparation, some in the press, others soaking in water and imbibing salt. A vast quantity of these sweet-milk cheeses (*zoetemelk kaas*), or Edam cheeses as they are here styled, are made in North Holland. They are sold at the markets at Alkmaar, Hoorn, &c., and are exported thence to the most distant countries of the globe.

The closed door in every house, mentioned above, leads to an apartment which is rarely entered or opened, save by the housewife herself, who once a-week unfastens the shutters, takes down all the china, dusts it, and scrubs the furniture; and after scouring the walls and floor, and polishing the stoves, closes up the door and shutters again, till the revolving week brings round another day of purification.

Travellers are for the most part conducted over a house which appears to be “got up” for their recreation. The hostess stands ready at the door to conduct them over it and show them her collection of cups and saucers, and visitors’ cards. The garden attached to one of the mansions is the *show place* at Broek. Such an accumulation of pavilions, arbours, summer-houses, pagodas, bridges, and temples, Gothic, Grecian, Chinese, and rustic, are nowhere else to be seen. In one spot a Swiss cottage is tenanted by two wooden puppets as large as life, one of which smokes a pipe, the other, a female, spins, and even sings, while a wooden dog barks at the entrance of

strangers, all by the aid of clockwork. In one corner of this toyshop garden is a wooden garde de chasse, with a sham musket, in the attitude of one about to shoot; in the pond a pasteboard swan, duck, and a mermaid.

With all its absurdity and extravagance Broek must not be regarded as a *characteristic specimen* of Holland; as the village is, in fact, unlike any other, and exhibits a caricature of Dutch manners and cleanliness, as well as of Dutch taste.

An English traveller, fond of agricultural pursuits, would find much gratification in a visit to the neighbouring small town of *Purmerende*. Near it he will see the great drained lake called Beemster; here he will find the richest meadows, the finest cattle, the neatest farm-houses, and the most perfect dairies and cow-stables. Here he may taste in spring and summer the finest butter and richest cream in the world. He may also learn many useful particulars respecting the Dutch system of grazing and breeding cattle. This district, which is more particularly described in Route 4, would afford a more correct idea of Holland, and the manners of the Dutch, than a mere visit to Broek.

To proceed from Broek to Zaandam the road must be retraced nearly to Buiksloot; thence to Zaandam it runs along the back of a huge sea-dyke, which follows the indentations of the shore, and keeps out the sea from a district so intersected in every direction by canals, that the extent of water nearly equals that of dry land.

ZAANDAM Stat. (improperly *Saardam*) (*Inn*, H. de Beurs).—Steamers ply twice a-day in winter, and six times a-day in summer, between Amsterdam (*Stads-herberg*) and Zaandam across the Ij in 1 hr.; return ticket 50 cents.

This town stands at the junction of the Zaan with the Ij: it has 12,300 Inhab. It consists of a line of windmills, amounting to 400 in number, some of gigantic size, with the houses attached to them extending along the banks of the Zaan to the neighbouring villages of Zaandijk, Koog, Wormerveer, and Krommenie, and forming together a street nearly 5 m. long. The windmills are turned

to a great variety of uses besides that of grinding corn. The water is pumped up and land drained, timber is sawn, paper is made, tobacco chopped into snuff, rapeseed crushed for the oil, and colours ground for the painter, entirely by their agency. The oil-mills are well worth the attention of persons acquainted with the state of similar works in England. The oil trade is of great importance here. In some of these windmills a peculiar kind of sandstone, brought from the neighbourhood of Bremen, is reduced into dust solely to furnish the Dutch housewife with sand for her floor. Still more important are those mills in which the volcanic tuff, brought from the borders of the Rhine near Andernach, is ground to powder, to supply, when mixed with lime and sand, that valuable cement called terrass, used in constructing locks, sluices, and dykes, which has the property of hardening under water.

The *Cottage or hut in which *Peter the Great* lived in 1697, is about 10 min. walk from the steamboat pier. Turn to l., and keep by the water past the Stadthuis and the Hotel de Beurs, and across the narrow locks at the entrance to the Zaan, to a small inn, inscribed, "Czaar Peter Logement." Turn to the rt. down a few steps, and follow the little by-way, and after crossing the wooden bridge, keep l. about 100 yards along the canal, until the zinc-roofed outer case containing the hut is seen standing a little back. Here Peter worked as a common shipwright in the shipyards of Mijneheer Calf, a rich merchant, in order to enable himself to instruct his subjects in the art of building ships. He went by the name of Peter Baas, or Master Peter, among his fellow-labourers; wore a common carpenter's dress, and was seen in that costume hard at work by the great Duke of Marlborough.

The building is of rough planks, and leans much on one side, from the foundation having given way. It was bought by the late Queen of Holland, a Russian princess, who, in order to protect so venerable a relic from the destroying effects of the weather, caused a case to be built over it. It consists of

two small rooms: in one of them is Peter's bed, which is nothing better than a cupboard, closed in front with doors: above is a loft, which can only be entered by a ladder. The walls of the two rooms are covered with names from all countries of the world, in pen, pencil, ink, or cut with a knife. Among the rest is that of the Emperor Alexander, who caused a marble tablet to be placed over the chimney-piece with the words "Petro Magno Alexander." On the wall is another inscription to this effect:—

"Nothing is too small for a great man."

Portraits of Peter and his wife are to be seen here.

The period of Peter's stay at Zaandam was really limited to 8 days. He suffered so much inconvenience from the concourse of idle gazers who assembled to look at him, that he preferred retiring to Amsterdam, where he could work in comparative privacy within the walls of the dockyard of the East India Company. Large ships are no longer built here. The view from the *ch.* tower is extensive and peculiar.

Two hrs. are amply sufficient to see all that is remarkable in Zaandam, and at the expiration of that time the steamer will have returned, which will take the traveller back to Amsterdam, enabling him to make the excursion in 4 or 5 hrs.

- Small Steamers ascend the Zaan from Zaandam to Alkmaar.

Rly., 14 m., $\frac{1}{2}$ hr., 4 trains daily, to *Uitgeest*, on the line from Haarlem to Alkmaar (see Rte. 4).

ROUTE 4.

HAARLEM TO THE HELDER, BY ALKMAAR AND HET NIEUWE DIEP, AND TO AMSTERDAM.—RAILWAY.

46 Eng. m. 4 trains daily in 2½ hrs. Alkmaar may also be reached from

Amsterdam by the North Holland Canal in about 3 hrs. A small steamer plies to Velzen twice a day, by which the visitor may see the works of the great Ship Canal to the North Sea. Hence, return by train, or go on to Alkmaar.

Steamer from Amsterdam by Zaan-dam, where passengers are transferred to a smaller steamer on the Zaan river, in about 3 hrs., by Wormerveer, the Canal of Marker-Vaarl, and the Lake of Alkmaar.

North Holland, lying as it does out of the great route between Amsterdam and Rotterdam, is rarely visited by travellers. The inhabitants, living removed from intercourse with strangers, retain more of the old customs, habits, and dress of their forefathers than in South Holland. This province is besides physically interesting, from its position and the nature of the soil. It is a peninsula, projecting into the sea; the borders of it contiguous to the ocean consist of sand; the rest is clay and bog: its length is about 20 leagues, and its greatest breadth 5 or 6. The land lies, almost everywhere, below the level of the ocean, and is protected from its inroads, from Kijkduin along the coast of the Zuider Zee to Zaan-dam and Beverwijk, by large dykes, which, in the neighbourhood of the Helder, surpass in size and strength all others that are to be met with in Holland, except those of West Kappel, in Zealand; so stupendous are they that on their account alone this corner of Europe deserves to be explored. It is intersected in its entire length by the North Holland Canal (see Rte. 3), through which great part of the commerce of Amsterdam now passes. A short distance off its shore were fought some very memorable battles between the Dutch and English, especially that of Camperdown, gained by Admiral Duncan, 1797. The fortress of the Helder, rising out of sand and waves, and the roads of Texel, lie at the termination of it. The cattle fed upon this tongue of land are famed for their beauty, and the abundance and richness of the milk and cheese which they yield; the sheep for the fineness

of their fleeces and the excellence of their mutton. Those who take an interest in hydraulics will find many objects worthy of their attention.

The women of North Holland are particularly distinguished by the clearness of their complexions, and by the neatness and gracefulness of their costume, which is almost peculiar to the district. The back of the head is encircled by a broad fillet of gold, shaped like a horse-shoe, which confines the short-cut hair, and terminates on each side of the temple in 2 large rosettes, also of gold, suspended somewhat like blinkers before the eyes of a horse; over this is worn a cap or veil of the finest and richest lace, with lappets hanging down the neck; and a pair of enormous gold ear-rings. These ornaments are often of pure gold, even among the lowest classes, and the cost of them is considerable. Great sacrifices are made to purchase them, and they are considered heir-looms in a family. In the ch. at Alkmaar 300 of these head-dresses may be seen at once, on Sunday.

At the *Inns in North Holland* the charges are moderate. The traveller may expect to pay for bed and breakfast 1 gr. 40 cents to 2 guilders; for dinner, with wine, 2 gr. 5 cents to 2 guilders 25 cents.

The immediate neighbourhood of Haarlem is pleasing. Not far from the road, and backed by trees, stood the *Castle of Brederode*, now a picturesque ruin (Rte. 2). From a height on the Dunes 250 ft. above the sea, called Brederode Berg or *Blaven Trappen*, near the Lunatic Asylum, a view is obtained over Haarlem and the drained lakes, now fertile farm land, Amsterdam, the North Sea Canal; beyond this come the Dunes, from whose ridges a view extends on the right over the *Wijker Meer*, covered with shipping, even to the windmills of Zaan-dam, which may be discerned on a clear day.

Velzen Stat. The *Church* has a brick tower of the 9th (or 8th?) century. Here we may inspect the *New Ship Canal*, carried on by English and Dutch

engineers with English capital, to connect Amsterdam directly with the North Sea, conveying the largest ships, fully laden.

To the W. of Velzen the great *North Sea Harbour of Refuge* is formed, by throwing out 2 piers, each 5000 ft. long, to enclose 250 acres. The plan now adopted, after many failures, is to lay a foundation course of blocks of basalt (brought at great expense from Belgium), extending about 30 ft. on either side of the pier walls. The piers themselves consist of blocks of concrete, composed of one part Portland cement, four parts shingle or crushed brick, and five parts sand. Stretching inland from this is the *Tidal Basin*, which will form the entrance to the *Canal*:—this will be 89 ft. broad at bottom, 23 ft. deep, and 181 ft. wide at water level. It will not only connect Amsterdam with the North Sea, but by the strength of its boundary dykes will allow 14,000 acres to be reclaimed from the IJ and Wijker Meer. Great difficulties were encountered in constructing the locks at Schellingwoude, and in 1868, during a storm many of the piles for the coffer-dams were torn up. In the excavations a machine has been employed that removes the material and lays it on the sides to form the embankment. In some places the mud or clay is raised by a centrifugal pump, and made sufficiently fluid and forced by a horizontal wheel into floating wooden pipes which carry the material to the place required. As the sand does not form a cohesive material for the embankments, a kind of coarse grass or reed called *helm* is planted on the faces. The engineers are Messrs. Hawkshaw and Dirks. It may be finished in 1878.—(See Amsterdam.)

Beverwijk Stat. (*Inn*, Heerenlogement), a town of 2500 Inhab., a pattern of Dutch purity and neatness, in its clean streets, villa-like houses with fresh painted jalousies and window-sills, and its rows of trees clipped like hedges. At Prinsens Bosch, or Kruidberg, near Beverwijk, a country seat of William III., the expedition to England, which led to the dethronement of James II. in

1688, was planned and decided on. At Beverwijk the road leaves the shore of the Wijker Meer. The country beyond is almost entirely devoted to pasture, and is covered over with beautiful herds of cattle, which here compose the wealth of the district. Except a few willows, trees have almost entirely disappeared; the country is one vast meadow.

Castricum Stat.

In 1799 a British expedition, which landed at the Helder, penetrated as far as this village, where they were repulsed by the French under General Brune. Farther on, to the l., stand the ruins of *Egmont*, from which the noble family, so distinguished in the Dutch annals, derived its origin and name. It was destroyed by the Spaniards. A very small portion of the castle but none of the abbey remains. Many Counts of Holland were buried in the latter. The philosopher Descartes resided here for some time.

Uitgeest Junct. Stat. *Railway* S.E. to Zaandam. (Rte. 3.)

15 m. ALKMAAR STAT.—(*Inns*: H. Toelast, good;—Hof van Holland;—Heerenlogement). Alkmaar stands upon the *Great Canal* of Texel; it derives its name from the number of morasses and ponds, now dried up, which surrounded it in ancient times; it has 11,400 Inhab., and is a surpassing example of Dutch neatness and good order, in its streets and houses. The *Dairies* here deserve a visit.

The elegant Gothic *Town Hall* was built 1509. The *Ch. of St. Lawrence* is a very noble Gothic building of the 15th cent. Here may be seen a Dutch painting, by an unknown master (1504), of the Seven Works of Mercy, and the tomb of Count Floris V. of Holland (1296). The groined vaults and capitals of columns are freed from whitewash. This ch. has been carefully restored.

The town carries on the most considerable commerce in cheese of any place in the world. A weekly market is held here for the sale of it, to which the farmers and country people for many miles round

resort, and dispose of the produce of their dairies to merchants, who export it to the extremities of the earth. The marketplace, at these times—piled up with balls—reminds one of Woolwich Arsenal. 9,000,000 lbs. of cheese are weighed annually in the *Townscates*, or Weighing House, a picturesque building, date 1582. Alkmaar has many nice walks around it, especially the *Wood* (Bosch), but inferior to those of the Hague and Haarlem.

Alkmaar endured, in 1573, a siege from the Spaniards, nearly equal in the severity with which it was urged on by the besiegers, and hardly inferior in the glorious example of bold resistance offered by the citizens, to those of Haarlem and Leiden. It was the first enterprise in which the Spaniards failed; it allowed the rest of Holland to draw breath and gain confidence. The defence was the more noble, since the resolution of adhering to the side of the Prince of Orange was not adopted by the men of Alkmaar until the enemy was at their gates. To the English the name brings with it less glorious recollections, since in 1799 the Duke of York's expeditionary force here capitulated to the French General Brune, after two defeats.

North of Alkmaar, upon the seashore, between Kamp and Petten, is a place called *Hondsbosche*, the worst defended and most dangerous spot along the whole Dutch coast, where the sea is constantly gaining upon the land. As there are no dunes here, the ocean is only kept out by artificial means, by building breakwaters, and throwing up jetties at right angles with the beach, which require unremitting care and attention. It is probable that one of the ancient mouths of the Rhine entered the sea at this point, previous to the formation of the *Zuider Zee*. (§ 9.)

Among the villages seen on the way to Zand is *Camperdown*, off which was fought Admiral Duncan's action, in which he gained a complete victory over the Dutch in 1797.

The dunes (§ 12) near *Camperdown* are composed of sand so very fine, and so extremely pure and white, that it is ex-

ported in large quantities to England, to supply some of our glass manufacturers.

14 m. Het Zand.—(*Inn kept by Hout.*) The name of the place will give the best idea of its situation; it lies in a dreary waste, all sand, in many places so loose as to be moved about by the wind.

The road beyond runs alongside the canal.

Hugowaard Stat., near the village of Rustenburg. Not far from this "the 3 polders (§ 11), the Hugowaard, the Schermermeer, and the famous Beemster, meet. In the centre of this kind of triangle is built the pretty town of Schermermeer Hoorn, the steeples of which, shining amidst the trees, command the superb basins which surround it. The streets extend along the high land in the 3 directions which are open to them, so as to give it a most singular form. In order to reach it we had travelled along the course of the dyke half way up. 10 or 15 ft. above our heads was the great canal common to all these polders, and the sails (of boats?) appearing above the trees every instant hid the sun from us. On the right, at the same distance below us, we saw similar canals and windmills, the sails of which were hardly on a level with us, and in a hollow, extending farther than we could see, the herds concealed in the tufted grass of the polder. It was completely the world turned upside down. In some countries we are accustomed to see the sails of the windmills higher than the rudders of the ships, and the goats perched above the crags; but in North Holland we must be contented to see everything different from what it is elsewhere."—*Journey in North Holland*.

The Beemster is one of the largest, most fertile, and best drained lake-beds or polders. It took 4 years to drain it: the undertaking was commenced in 1808. The finest mutton in all Holland is fed upon its pastures. It abounds in large trees, the trunks and lower branches of which are actually painted over with various colours; whether to improve and increase their beauty, or with some view to utility in preserving

them from insects or moisture, appears uncertain. But the practice, strange as it may appear, prevails in other parts of North Holland.

Schagen Stat., a beautiful village, situated in a drained lake, called the Zijp, the oldest drained land in North Holland. Flax of a very fine quality is cultivated in the neighbourhood, and Schâgen is the market where it is sold.

The country hereabouts is clothed with the richest verdure, and supports numerous herds of cows and large flocks of sheep, whose wool is famous, and the mutton highly prized: it abounds in old trees, and is sprinkled over with houses, affording by their neatness a sure indication of the owners' prosperity. The district is intersected in all directions by canals; and it is curious sometimes to observe the sails of the barges overtopping the roofs of the houses, and slowly moving along, to all appearances over the fields, as the canal itself is concealed from view.

The isthmus along which the road is carried, formerly not more than 2 miles broad, has been extended since 1850 by the formation of a polder, named

Anna Paulowna (Stat.), after the Dowager Queen of Holland, and the Zuider Zee driven back by additional dykes opposed to its waters. Here may be observed in summer large numbers of the sea-fowl (*Anas tadorna*), which builds its nest and lays its eggs in rabbit-holes.

10 m. The NIEUWE DIEP, or Willems-oord. *Inns*: De Burg; fine view of the sea; close to the canal; clean and comfortable.—H. Toelast at the landing-place of the steamers. Fine view over the harbour. Provisions are dear here. Though in the midst of the sea, fish are very scarce.

The port of *Nieuwe Diep* (Pop. 4100), the Portsmouth of Holland, about a mile from the Helder, has been entirely formed, by artificial means, since the end of the last century. It affords protection, by means of piers and jetties stretching out from the shore, to all vessels entering the great canal, even to men-of-war and mer-

chantmen of large burden. There is a steam-engine for emptying the dry dock; and the entrance of the basin is closed by a kind of sluice-gate, called *Fan Sluices*, from their shape; by an ingenious contrivance the force of the rising tide is directed against them in such a manner as to shut them, and effectually to exclude itself. The North Holland Canal terminates in the sea at Nieuwe Diep. A row of small low houses, more than a mile long, by the side of a canal, extends from Nieuwe Diep to

The Helder Stat., a strongly fortified town, with 12,000 Inhab., opposite the island of Texel. Between the Helder and Texel lies the passage for large ships from the N. into the Zuider Zee and to Amsterdam. The view from the extremity of the fortifications, looking towards it and over the Mars Diep, or entrance into the Zuider Zee, is fine. Down to the end of the last cent., the Helder was little more than a fishing village. Napoleon converted it into a fortress of first rank, capable of containing 10,000 men in its bomb-proof casemates. He called it his Northern Gibraltar, but left the fortifications to be finished in 1830. Its batteries defend the roads of the Mars Diep, and the entrance of the harbour and Great Canal. On the highest point of the dunes is Fort Kijkduin, out of the midst of which rises the lighthouse.

The extremity of the tongue of land which forms North Holland, being more exposed to the fury of tempests and the encroachments of the ocean than almost any other, is defended on all sides by a dyke of the very largest dimensions: within this rampart lie the town and fortress of the Helder. "The *Great Dyke* of the Helder, which is nearly 2 leagues in length, is 40 ft. broad at the summit, over which there is a very good road. It descends into the sea by a slope of 200 ft., inclining about 40 degrees. The highest tides are far from covering the top; the lowest are equally far from showing the base. At certain distances enormous *groynes* of timber piles and fascines, covered with stone, averaging in length 200 yards, project

into the sea. This artificial and gigantic coast is thus composed of blocks of granite and limestone, brought from Norway or Belgium; and these masses, which look as if it were impossible to move them, are levelled and squared like a pavement. The quantity of rock seen at one view is sufficient to confound the imagination; how much more when we think on that buried beneath the waves to serve as the foundation of such mountains."—*Journey in N. Holland.*

The Helder is almost the only spot on the coast of Holland where there is deep water close in shore. The rush, or "race," of the tide from the ocean into the Zuider Zee, through the narrow strait between Helder (Hel-deur—hell's door) and the island of Texel, constantly scours out the passage and keeps it deep. The passage of Texel, called *De Witt's Diep*, was first laid open to Dutch commerce by the Grand Pensionary de Witt, 1665, when, after using the most extraordinary efforts to equip a fleet against England, its sailing was prevented by the assertion of all the Dutch pilots and commanders that the wind was unfavourable, and the passage out to sea impracticable. In the teeth of this opinion of practical seamen he proceeded in his long boat to this channel, took the soundings with his own hand, found the depth double that which had been set down, and, on his own responsibility, weighed anchor in the largest ship of the squadron, and put to sea through the dreaded gut in spite of the wind, himself leading the van.

A British force, under the Duke of York and Sir Ralph Abercrombie, in 1799, landed here, and took possession of the Helder, and of the Dutch fleet, but was compelled to re-embark a few weeks afterwards, having fruitlessly endeavoured to excite the Dutch to rise, and throw off the yoke of France.

Steamers daily in 1½ hr. (fare 60 cents) to

The island of *Texel*, which contains about 5000 Inhab., and supports myriads

of sea-birds, and about 30,000 sheep, whose fleeces, of remarkable length and fineness, and flesh are highly prized. They are of a choice breed. A sort of green-coloured cheese is made here of the ewes' milk. In 1845, 32,000 lbs. of ewe-milk cheese were sold here. The chief place in the island is the *Burg*.

The Texel is subject to frequent inundations of the sea, and some day perhaps may be swallowed up by the waves.

The traveller may either return to Alkmaar, or may make his way by canal or railway to Broek and Zaandam through

Medemblik (Inn, Valk, not good, and dear); an old decayed town, 3000 Inhab., containing the Royal Naval Academy, through which young sailors must pass before they can enter the Dutch navy as midshipmen.

About 10 m. E. of Medemblik, on the Zuider Zee, is *Enkhuizen* (Inn, Valk), another decayed town, which once sent out 400 vessels to the deep-sea herring-fishery: at present it does not employ 50; and its population is diminished from 60,000 to 5400. Part of the town has vanished and given place to meadows. It was ruined by the silting up of its harbour. Its inhabitants maintain themselves partly by making buoys. Paul Potter was born here 1625.

The steamer to Harlingen (Rte. 7) from Amsterdam calls daily.

Hoorn.—Inn: Oude Doelen is the only tolerable one. Pop. 9500.—In the Stadhuis are some remarkable pictures of the old schutterij (militia), in the Spanish times, by Rottiers, a pupil of Van der Helst; also the sword of the Spanish Admiral de Bossu, who was taken, after a severe engagement, by the Dutch, commanded by Admiral Derks. This is the native place of the mariner William Schouten, who, in 1616, first doubled the southernmost cape of America, which he named after his birthplace, Cape Hoorn, or Horn. Abel Jansz Tasman, who discovered Van Diemen's Land and New Zealand, was also, it is said, born here. Hoorn,

like many other towns of North Holland, is sadly fallen off in trade and prosperity. It exports butter and cheese, provisions and fish. The great fleet of *Ad. de Ruiter* was built here. From the *Helder* to *Hoorn* is a journey of 6 hrs.

From *Hoorn* to *Purmerende* in a carriage takes 3 hrs., and thence to *Buikslot* (Rte. 3) 4 hrs.

Purmerende (Inn, *Heerenlogement*, tolerable), situated at the S. angle of the *Beemster*, on the banks of the Great Canal, and between the 3 polders, the *Beemster*, the *Purmer*, and the *Wormer*. No one should pass through *Purmerende* or the *Beemster* without making trial of the produce of the dairies—the cream, butter, and cheese here are excellent. The quantity of cheese sold in 1845 in *Purmerende* was 1,300,000 Dutch pounds.

Travellers returning by the canal to *Amsterdam* should leave the steamer at *Purmerende* and take coach to *Broek*, and so to *Buikslot*.

Monnikendam.—A lifeless village of 2000 Inhab. From this travellers may proceed to *Broek* and view that curious village; then to *Buikslot*, where they may cross by the ferry to *Amsterdam*, or, taking the road along the dykes, lengthen their journey to *Zaandam*; and, after seeing there the cabin of *Peter the Great*, embark in the steamer for *Amsterdam*, as described in Rte. 3.

A trip may be made, in $\frac{1}{4}$ hr., from *Monnikendam* to the island of *Marken*, 2 m. long by 1 m. broad, where the manners and the mode of living of the 950 inhab., exclusively fisherfolk, are far more curious, because they preserve their primitive simplicity, than in the dull village of *Broek*. The harbour is good, since the improvements of 1853, but it affords no accommodation for travellers, and can only be reached by means of a hired fisher's boat. An unfavourable wind might detain the visitor on the island too long to be pleasant.

The country forming the W. shore of the *Zuider Zee* is so populous that the line of villages, towns, and gardens is almost uninterrupted. The neatness, the order, and active industry displayed at every step are highly interesting. In short, the excursion in North Holland

is capable of affording much gratification to a traveller.

Drainage of the Zuider Zee.

The Dutch Credit Foncier Association has undertaken the Herculean task of draining the *Zuider Zee* by throwing a mighty dyke, 25 m. long, across from *Enkhuizen* to the isle of *Urk*, and thence to the left bank of the mouth of the *Yssel*, and pumping off the water between this dyke and the shores of the provinces of North Holland, *Utrecht*, and *Gelderland*. By this process a space of 473,000 acres will be laid bare, of which 400,000 acres will be available for cultivation. The work is to cost 10,000,000*l.*, besides interest, and is to be completed in 16 years, when a new and valuable province nearly equal in extent to our county of *Surrey* will be strangely added to the little Dutch kingdom.

ROUTE 5.

AMSTERDAM TO COLOGNE, BY UTRECHT AND ARNHEM [NIJMEGEN], BY CLEVES, OR BY OBERHAUSEN.—RAIL.

172 m. 8 hrs.

Rijn Spoorweg Terminus outside the *Weesper Gate*. Trains 10 times daily in 1 hr. to *Utrecht*, passing through a country not very interesting.

The immediate neighbourhood of *Amsterdam* may be said to consist of an aggregation of polders. (§ 11.) The most remarkable is that called the *Dieper Meer*, one of the deepest of those drained lakes in all Holland: its bottom lies 16 ft. below the level of the sea,

which is sometimes augmented to 30 at very high tides.

Nieuweshuis Stat. Both sides of the old road and of the river Vecht, are lined with villas, summer-houses, and gardens (§ 13), belonging principally to merchants of Amsterdam. It is almost an uninterrupted garden all the way, and the taste of the Dutch for horticulture is here seen to perfection. Several very pretty villages are passed.

On approaching Utrecht the country presents partial undulations, and a slight current becomes perceptible in the canals. About 3 m. N.W. of Utrecht, on the Vecht, is the old castle of Zuylen, the residence of Francis Borselen, to whom Jacqueline of Holland was married.

22 m. UTRECHT—*Junct. Stat.* (Buffet, not good).—(*Inns*: H. des Pays-Bas, large, clean, and airy; 't Kasteel van Antwerpen (Castle of Antwerp), (commercial), on the Oude Gracht, good; Bellevue.) Utrecht, called by the Romans Trajectus ad Rhenum (ford on the Rhine), and in mediæval Latin Ultrajectum, is situated at the bifurcation of the branch of the Rhine called the Old Rhine, and the Vecht. Pop. 62,000. (21,000 Roman Catholics.) There is a considerable descent from the houses to the surface of the river—a circumstance which distinguishes this from other Dutch towns already described; the cellars under the quays by the water-side are inhabited, and are large enough to serve as storehouses and manufactories, their roofs forming the pavement of the street above. Before a great inundation, which occurred 839, the main stream of the Rhine, which was then turned into the Lek, flowed past Utrecht.

The Treaty of Utrecht (1713), which drew off most of the Belligerent Powers engaged in the war of the Spanish Succession, was signed at the residence of John Robinson, Bp. of Oxford, the British Minister, in a house now pulled down and replaced by a barrack called Willems-kazern. Many of the preliminary conferences were held in a back room of the old Stadhuys, still remaining. The act of Union (1579), which formed the foundation of Dutch

freedom, and which declared the Seven United Provinces independent of Spain, was signed in the Public Hall (auditorium) of the University. An inscription intended for it ran thus: *Artium sapientia, inconvulsa libertatis*. Utrecht contains 3 cathedrals and 23 churches.

The detached tower of the ancient Munster (Calvinistic) of St. Martin, 321 ft. high, 70 ft. square at the base (b. 1382), of brick below, topped by a light openwork octagonal lantern, should be ascended on account of the view from it, extending over almost all Holland, a part of Gelderland and N. Brabant, and comprehending 's Hertogenbosch, Rotterdam, Oudewater, Montfort, Amsterdam, Amersfoort, Rheenen, Breda, Geertruidenberg, Gouda, and the Lek. Midway in the steeple is the dwelling of the sexton, or koster. Fee, 25 cents.

The nave of the church was thrown down by a storm in 1674, when the wind carried off the roof and twisted the solid stone pillars like willow wands; the ch. was thus cut in half by the hurricane, and the public square now occupies the site of the ruin. The lofty choir, 105 ft. high, is a fragment of a noble Gothic edifice (built 1251-67), the finest in Holland; it has suffered much from fanatic iconoclasts and from modern pewing in the conventicle style, which hides its beautiful clustered Gothic pillars, of great height and lightness. They, too, have been sadly cut away to admit the upper seats, which are arranged like those of a lecture theatre. The E. apse is surrounded by 7 chapels. In this ch. are monuments to Bp. Egmont, 1549, and to Admiral van Gent, who fell in the fight of Solebay, 1672, by *Ver Huylst*, also a very large and fine organ. The crypt is spacious, and the cloisters deserve notice.

The first Bp. of Utrecht was St. Willebrord, an Englishman, who left his own country, in the 7th cent., to convert the heathen Frisians. He baptized many thousands of them; and the Pope ordained him bishop over them; while Charles Martel presented to him the castle of Utrecht for his residence and the surrounding district. The Bishops

of Utrecht were powerful princes in the Middle Ages.

The *University*, close to the Cathedral, founded in 1636, has about 450 students; and, as many of the Dutch aristocracy reside at Utrecht, the greater number of pupils are of the upper classes. There are admirable collections of anatomical preparations, natural history, minerals, &c., belonging to it, and a library of 60,000 vols.

In the *Stadhuis*, built 1830, are a few very old pictures from suppressed convents, curious rather than beautiful—the best are by *Schoreel*.

The Dutch *Mint* is situated here; strangers are admitted on application to the director; a small fee (50 cents) is expected. The National Observatory is in Utrecht.

Hadrian Boyens, afterwards Pope Hadrian VI., the tutor of Charles V., was born at Utrecht, in a house still standing on the Oude Gracht: a house built by him still goes by the name of the Pope's house (*Paus huis*), and now serves as the Government-house of the province.

The *Boulevards*, formerly the ramparts, are an agreeable promenade.

The *Mall*, called *Maliebaan*, is an avenue of 6 rows of lime-trees, half a mile in length on the E. side of the city. It is one of the finest in Europe, and was saved from being cut down by the express command of Louis XIV., at a time when his army spared nothing else in Holland. The game of Pall Mall is still kept up.

The modern *Roman Catholic Cathedral* (St. Catherine's) is of good 14th-centy. Gothic, with a metal spire over the crossing. It is stone vaulted, and the interior is painted throughout in good taste. The stalls and Archbishop's Throne are finely carved.

Utrecht is the headquarters of the Jansenists, a sect of dissenters from the Roman Catholic Church, who object to the bull *Unigenitus* of Pope Clement XI., 1713, condemning as heretical certain doctrines of Cornelius Jansen, Bishop of Ypres. They scarcely exist in any number, except in Holland, where they are now reduced to 5000. Utrecht is the see of their archbishop.

Eng. Ch. service on alternate Sundays, 6 P.M., by chaplain from Amsterdam.

Railways.—N.W. to Amsterdam (see above); S.W. to Rotterdam (see Rte. 10); S. to 's Hertogenbosch, Bortel, and Hasselt (see Rte. 13); N.E. to Zwolle (see Rte. 6); and E. the line continues to Arnhem (38 m., 6 trains daily, 1½ hr.), proceeding for a considerable distance through a country abounding in wood. Many fine forest-trees are seen here, and scarcely anywhere else in Holland. The canal connecting Utrecht with the Lek is crossed by the Rly.

Driebergen Stat.—About 3 m. N.W. of this is *Zeist* (6 m. from Utrecht), remarkable for a Moravian colony settled in it, which deserves to be visited. The whole establishment is distinguished for the order and neatness maintained in it, and is supported by the manufactures of the brothers and sisters. Near this the dykes were broken through by the ice-burst, March 1854, in breaches more than a mile wide, and part of the rly. was laid under water. On the N. of the road, near Zeist, is a mound of earth, erected in 32 days by the French army of 30,000 men, under Marmont, on the occasion of Napoleon being made emperor. The other stations are Maarsbergen, Veenendaal, Ede, Wolfhezen.

ARNHEM *Junct. Stat.* (Buffet) — (*Inns*: The Sun (De Zon), very comfortable; prettily situated, near the river, the railway, and the steamer; New Bellevue Hôtel, fine view; outside the town, Hôtel des Pays-Bas).

This chief town of Gelderland, the Roman Arenacum, on the right bank of the Rhine, 3 m. below the point where the IJssel branches off from it (Pop. 34,000, half Roman Catholics), was fortified by Coehorn, but the ramparts are now turned into walks. Sir Philip Sydney died here, Oct. 1586, of the wound received in battle near Zutphen: his wife had come over to soothe his dying hour.

In the Great Market Place are situated the *Town Hall* (Raadhuis), and

The *Groote Kerk* (Calvinistic), chiefly of brick, which has a tall W. tower. It is lofty, vaulted in wood, and ends in an E. apse with aisles. The S. porch has good Gothic work of the 14th cent.

This ch. contains the fine monument of Charles of Egmont, Duke of Gelders, 1513, altar-tomb with effigy, while in a frame fixed against the N. wall of the choir, is the armour which he wore. The *Raadhuis* (Town Hall) is called the *Devil's House*, from the sculptured masques and caryatids which adorn its front.

St. Walburg's Roman Catholic Church has a plain Romanesque W. front, and contains a modern pulpit designed by Cuypers.

The neighbourhood of Arnhem abounds in villas, parks, and gardens, the finest being that of the Baron van Heekeren, *Hartjesberg*—the entrance close to the railway station. The pleasure-grounds and park are fine, and the view from the Belvedere tower striking. Farther off, near the village of Velp (4 m. E. of Arnhem), are several fine country seats, Biljoen, Beekhuisen, Roozendaal, Middaht, Ridderoord, &c., to the gardens of which the public are allowed admittance. The finest view of Arnhem and the surrounding country is from the grounds of the country seat of the Baron van Brakell. Many of the grounds of the country seats are open; but some have notices—only in Dutch—of man-traps and spring-guns. This part of Gelderland may, indeed, be termed "the Dutch paradise;" but its chief attractions, besides those which it derives from art, are, the abundance and purity of its *flowing* streams, to which the native of other Dutch provinces is a stranger, and the beauty of the trees.

Rly. N.E. to Zutphen, &c. (see Rte. 9).

[10 m. S. of Arnhem is Nijmegen (reached now by branch rail from *Cleves*, see Rte. 35, 5 trains daily in 50 m.). *Diligences* 3 times daily in 1½ hr.; fare, 1 gl. The road crosses the Rhine by a floating bridge, and traverses the district called the island of Betuwe (see Rte. 12), passing through the villages of Elden and Elst. At Lent, a small village on the Waal, with a tolerable inn, opposite Nijmegen, a flying bridge conveys carriage and passengers across the Waal to—

NIJMEGEN Stat. (Germ. Nimwegen).—(*Inns*, none good, and all dear: *Ville de Francfort*, *Plaats Royal*; *Rotterdammer Wagen*, near the Quay.) Pop. 22,845. This frontier fortress of the Netherlands is situated on the l. bank of the Waal, and built on the side and slope of a hill called the Hoenderberg, on which the Romans formed a permanent camp (*Noviomagus*) to protect their Belgic possessions from inroads of the Germans.

The *Town Hall* (*Raadhuis*), a building in the style of the Renaissance (1554), ornamented in front with 2 rows of statues of German emperors, benefactors of the town, is chiefly remarkable as the place where the *Treaties* of 1678-9, between Louis XIV., Charles II. of Spain, and the States General of the United Provinces, were signed. It contains portraits of the ambassadors upon this occasion, and Roman antiquities dug up in the neighbourhood. The sword with which the Counts Egmont and Horn were beheaded at Brussels, 1568, is also shown here.

The *Church of St. Stephen*, begun 1272, is an interesting Gothic building of brick, in the form of a Greek cross, and contains, in the centre of the ancient choir, the monument of Catherine of Bourbon, wife of Adolphus of Egmont, Duke of Gelders. Her effigy is engraved on a plate of copper, and upon smaller plates at the sides are figures of the Apostles and coats of arms.

Upon an elevation, which for this country is considerable, stood the Castle of the **Valkenhof*, commonly called *het Hof*, said to have been built by Julius Cæsar, and inhabited by Charles the Great. It was demolished in 1794 by the French. The only parts now remaining are a fragment of the church and a very perfect *Chapel* or Baptistery (16-sided) near the brow of the hill: it is rather rude Romanesque and probably of the 12th or 13th cent. The space of ground adjoining it, once a part of the ramparts of the town, is planted with trees, and serves as a public walk, overlooking the river and quay. On another eminence a little higher up rises

the **Belvedere*, a lofty summer-house built by the town, on the foundation of a tower, said to be part of a château of the Duke of Alva, now converted into a café. The view from its top is pleasing, comprehending the rivers which branch off at the head of the Delta of the Rhine, viz. the Rhine, the Waal, and the IJssel, with the Maas flowing on the S. This is the most interesting spot in Nijmegen, and, together with the few other sights, may be seen in two hours. The views from *Berg-en-dal*, *Beek*, and *Upbergen*, in the neighbourhood, will also leave agreeable impressions.

Nijmegen remained from 1585 to 1591 in the hands of the Spaniards. A bold attempt made in 1589 by Martin Schenk van Nijdek, a Gelderland nobleman, to surprise the town, failed, and he was drowned. His body, when found by the Spaniards, was quartered and hung in chains to the principal gates, but was afterwards interred in the Great Church by P. Maurice. One of these chains is preserved in the town-hall.

In 1672, Marlborough, then Captain Churchill of the grenadiers serving under Turenne at the siege of Nijmegen, attracting that great general's praise by his bravery, was called by him the handsome Englishman. *Steamers* to Rotterdam, see Rte. 11, to Cologne, see Rte. 34.]

Rly. N.E. to *Zutphen* Junct. Stat. (Rte. 9). S. the line continues to

Zevenaar Junct. Stat., the Dutch frontier. Here the *rly.* divides: one line (Rte. 34) continuing on the rt. bank of the Rhine by Emmerich, Wesel, Oberhausen, and Dusseldorf to Cologne; the other line (Rte. 35), 13 m. shorter, crossing the river at Elten to Cleves, and thence by the l. bank through Geldern and Neuss to Cologne.

Steamers to Cologne (see Rte. 34) and down the Rhine (Rte. 11) to Rotterdam in 7 hrs. daily; ascending in 10.

ROUTE 6.

AMSTERDAM TO ZWOLLE AND KAMPEN,
BY UTRECHT AND AMERSFOORT.—
RAIL.

Steamboats daily to Zwolle by *Zuider Zee* and canal.

The railway as far as

Utrecht Junct. Stat. is described in Rte. 5. From Utrecht to Zwolle 5 trains daily in 2 hrs., passing

Soest Stat. (Pop. 3300). Omnibus to *Soestdyk*, the summer residence of Prince Henry of the Netherlands, presented by the States of the Netherlands to the late King, William II., when Prince of Orange, in recognition of his skilful generalship at the battle of Quatre-Bras. The mansion is an extensive whitewashed building, with no pretension to architectural display, but it is comfortably and luxuriously furnished, very prettily situated, and encircled by a wood many miles in extent. It contains several valuable paintings, &c., and may be viewed when the Prince is not in residence. Immediately opposite this mansion is a splendid avenue of beech-trees; at the bottom of this is a handsome obelisk erected by the nation in "grateful memory" of the achievements of the valiant Prince of Orange. Within the railed area are 2 cannons taken by the Dutch from the French at the battle of Quatre-Bras. This pretty village is much resorted to on fine summer afternoons by tea and other parties. There is an *Inn* (with very inferior sleeping accommodation) with a garden where visitors can obtain usual refreshments. By a characteristically pretty walk of 3 m. through the wood of the same name we reach the village of Baarn (Pop. 2500), the summer abode of many of the wealthier inhabitants of Amsterdam and Utrecht. The houses, almost all of which are of modern erection, are elegantly comfortable mansions, and surrounded by gardens such as the Dutch love to cultivate. Two of them attract great attention, and are certainly more worthy of it than are the childish absurdities of Broek "peculiarities." These are hand-

some Chinese villas, and are respectively called *Pekin* and *Canton*. There is a good *Inn* in the village.

Amersfoort Stat.—*Inn*: *Utrechtsche Wapen* (12,700 Inhab.) on the *Eem*—is noted as the birthplace of John Olden Barneveld, Grand Pensionary of Holland (1547). The Seminary for the education of Jansenist priests (see *Utrecht*) is established here. There are manufactures of bombazine here, and much tobacco is cultivated and dried in the neighbourhood.

Harderwijk Stat. (Pop. 5000). Here are the depot and training-schools for recruits for the Dutch East Indian army, an unruly and violent class of youths.

ZWOLLE Junct. Stat.; (*Inns*: *Keizers-Kroon*;—*Heerenlogement*), the capital of *Overijssel*, a prosperous commercial town of 21,114 Inhab., remarkable for its cleanliness, situated on a small stream called the *Zwarte Water*. The entrance from *Deventer*, through an old gateway with peaked turrets, is picturesque. There are good streets and spacious places. The Reformed Ch. of St. *Michael*, a Gothic edifice with aisles as high as nave, contains a handsome carved pulpit (1625). Fine organ. The gardens and walks about the town are very agreeable. An Augustinian monastery, which once stood on the hill of St. *Agnes*, 3 m. distant, was for 64 years the residence of Thomas a Kempis, whose book on the 'Imitation of Christ' is translated into almost every living language. He died here in 1471. The hill is now a cemetery, where the richer classes are buried: no graves can be dug on the low ground without coming to water. G. Terburg, the painter, was born at *Zwolle*, 1608. On the canals may be seen barges filled with rushes—many persons live by plating them into baskets and mats. *Rly.*—N. to *Meppel* Junct. Stat. (Rte. 7A); S. to *Deventer* and *Zutphen* (Rte. 9); and N.W. 33 m. to

Kampen Stat. (*Inns*: *Hôtel des Pays-Bas*; *Dom van Keulen*). This seaport on the *Zuider Zee* lies at the mouth of the *Ijssel*, here crossed by a fine bridge. It has 15,400 Inhab. Founded in the

13th cent., and anciently one of the most flourishing Hanse Towns, it fell into decay, but once more enjoys considerable commerce. The *Town-hall*, a Gothic building, with statues of *Charlemagne*, *Alexander*, and of the *Cardinal Virtues*, and 2 fine Churches, bespeak its former prosperity. Count *Horn*, beheaded by *Alva*, was buried here.

This is the only town in this heavily taxed country whose citizens live tax-free, the wealth of the municipality, the accumulations of past centuries of prosperity, rendering taxes unnecessary. *Kampen*, like our Channel Islands, is consequently inhabited by many small capitalists and pensioned officials, whose object is to make a little money go a long way. The ramparts have been transformed into pleasant boulevards, but the splendid old gateways remain.

Steamers daily over the *Zuider Zee* to *Amsterdam*.

ROUTE 7.

AMSTERDAM TO HARLINGEN, LEEUWARDEN, GRONINGEN, ASSEN, AND MEPPEL.

Steamers from *Amsterdam*, from the *Nieuwe Stads Herberg*, every morning touching at *Enkhuizen* (see Rte. 4), in 6½ hrs. to

HARLINGEN Stat., *Friesian Harns* (*Inn*: *Heerenlogement*, *Haagsche Wapen*), a small but busy shipping place on the *Zuider Zee*, whence a large proportion of *Friesland* agricultural produce (butter, cheese, eggs, &c.) is exported to *England*. Pop. 10,000.

It stands on the site of a town swallowed up by the sea in 1134, and is itself protected by one of the largest dykes in the Low Countries, 40 ft. high, fenced in at its base with 3 rows of piles driven into the ground. The monument erected by the Dutch to the Spanish

Governor Robles, who, after the inundations of 1566, first introduced an improved method of constructing these sea-walls, still exists S. of the town; gratitude for the benefits conferred having proved stronger than national hatred against a Spaniard.*

Steamers to London twice a week; to Amsterdam daily.

Rly. (Staatspoorwegen) 5 times a day, 1 hr. to Leeuwarden by

Franeker Stat. (*Inn*: Heerenlogement): had a *University*, suppressed by Napoleon I., 1810, of which Vitringa, Heineccius, Hemsterhuis, Valckenaer, &c., were professors.

LEEWARDEN, Frisian Lieuwert, Junct. Stat. (*Inns*, Nieuwe Doelen, very good; Phoenix, good), chief town of the province of Friesland. Pop. 26,324. The fortifications are turned into plantations. In the central square (Hofplein) are the modern Law Courts; the old Residence of the Stadholder of Friesland; a large and handsome *Townhouse*, and an interesting *Museum* of Frisian antiquities. The façade of the House of Correction, with the date MD., is a rich specimen of mixed brick and stone work, with 7 statues representing Virtues, &c., upon the steps of the quaint gable. Just within the Harlingen gate stands a fine old leaning church tower, of red bricks and grey stone: the body of the church was destroyed by a storm. From the top of the tower is a fine view over the rich pastures of Friesland to Harlingen.

No Dutch province has preserved, to the same extent, its ancient manners and costumes as that of Friesland. The head-dress of the women, the gold hoops and pendants, and the beautiful lace caps, are especially deserving of remark. Such a head-dress sometimes costs 2000 guilders. These costumes may be seen in perfection at Leeuwarden on market-day (Friday). The women are celebrated for beauty. Many of the towns, villages, and even farmhouses, and all the old churches, are built on mounds (teeppen) raised above the surface, which originally afforded refuge to the inhabitants from inundation, before the country was properly

dyked. The Frieslanders pride themselves on having been from the earliest times a free and independent people, governed by laws of their own, enacted at their legislative assemblies. Frisian is still the language of the inhabitants of Heligoland and the belt of islands that extends along the coast from the Zuider Zee to Jutland, and is also spoken in some districts of E. and W. Friesland and Sleswick.

Rly.—S. to Meppel Junct. Stat. (Rte. 7A); E. 4 trains daily in 2 hrs. to

GRONINGEN Junct. Stat. (*Inns*: Doelen; Nieuwe Munster: both good), a town, once fortified (by Coehorn), and prosperous seaport, very regularly built, at the junction of the Hunse and Aa; the most important place in the N. provinces of the Netherlands. 39,000 Inhab. It has considerable trade in grain, &c.

The *University*, founded in 1615, is frequented by about 300 students, and has an excellent museum of natural history. In the Great Market-place stands the Gothic Church of *St. Martin*, a handsome structure, grand and lofty choir, noble tower like that of Utrecht (1627); and the *Hôtel de Ville*, modern (1810), faced with Portland stone; both situated on the *Breede Markt*, one of the grandest squares in the Netherlands. On the Oxenmarket is the monument of Guyot, the founder of an institution for the deaf and dumb, which is still flourishing:

By means of a canalized creek called Reid-diep, large vessels come up from the sea to the town.

Rly.—E. to Nieuweschanz (Rte. 8); S. 4 trains daily in 2 hrs. to Meppel by

Assen Stat. (*Inn*, Goude-Roemer—wineglass), a town of only 5000 Inhab., though the chief place in the modern province of Drenthe. Near Assen, at Rolde and Zuidlaren, occur examples of those very singular sepulchres of an ancient people, commonly called *Hunnebedden*: they are usually large rude stones placed upright in the ground, in rows, every pair of stones covered by

others laid across, and open at the end; some are 80 feet long. Urns, hatchets, hammers, and other articles of wood and stone, but none of metal, have been found in them.

Meppel Junct. Stat. (Rte. 7 A).

ROUTE 7A.

AMSTERDAM TO ZWOLLE AND LEEUWARDEN, BY MEPPEL. THE PAUPER COLONIES.

Trains daily in 10 hours.

The line as far as Utrecht Junct. Stat. is described in Rte. 5; thence to Zwolle Junct. Stat. in Rte. 6.

From Zwolle 4 trains daily in $\frac{3}{4}$ hr. to MEPPEL Junct. Stat. (Inn: Heerenlogement), a town of 6900 Inhab.

Rly.—N.E. by Assen to Groningen Junct. Stat. (Rte. 7), and N.W. 4 trains daily in 2 hrs. to Leeuwarden Junct. Stat. (Rte. 7), passing

Steenwijk Stat. 3 m. from which are the *Pauper Agricultural Colonies* of FREDERIKSOORD and WILLEMBOORD. There is a tolerable inn on the spot. Pop. 6700.

The great increase of mendicity in Holland after the years of scarcity 1816 and 1817, led to the formation of a *Society of Charity* (Maatschappij van Weldadigheid), for the purpose of rescuing from beggary able-bodied labourers and their families, by settling them on waste lands, employing them in rendering these wastes productive, and by educating their children. The society was established at the Hague, which is still the seat of the direction, under the patronage of the King, and under Prince Frederick as President. In a short time more than 20,000 subscribers were enrolled, who contributed in all 70,000 fl. (about 5850*l.*). With these funds and

other resources the society commenced operations by the purchase of 3000 acres on the borders of Drenthe and Overijssel, a small part arable land, the rest barren heath, upon which were founded in 1818 the Free Colonies of Frederiksoord, Willems, and Willemsoord. Roads were constructed to the estate, and the river Aa, which flows past it, was rendered navigable to the Zuider Zee. The estate was then divided into lots of $7\frac{1}{2}$ acres, each of which was calculated to be able to support a family of 6 persons—father, mother, and 4 children—who were offered a well-built house, a milch cow, free schooling for their children, and medical aid gratis, in return for a payment of 1700 guilders (14*l.* 13*s.* 4*d.*), to be advanced by the parish, almshouse, or individual relieved of the pauper family. This sum, whose payment might be spread over 16 years, was intended to defray the cost of house, implements, and furniture, and the maintenance of the family until the land should be brought into condition to maintain them, after which it was expected they would be able to pay the society a small rent, equal to the interest of the capital expended. The population averages 2542 persons, or 425 families, each occupying a separate house. The able-bodied men and women are employed in agricultural labour; those unfitted for such work, including children above 13, are employed in weaving; and the cloth produced by 400 looms, situated in 4 factories and in private houses, defrays, by its sale, part of the expenses of the colony, producing nearly 20,000*l.* a-year. The result of this benevolent experiment, as far as regards making the colony *self-maintaining*, has not been successful. Out of the whole number of colonists not more than from 16 to 20 at one time have freed themselves from debt to the society, and are able to pay the small rent demanded of 50 guilders (4*l.* 3*s.* 4*d.*). This is the more remarkable, because on farms immediately contiguous to the colony—of equally barren land—there are peasants who pay their landlords rents of 70 and 80 florins, without the advantages of the colonists, and

yet succeed. The reason is that the colonists have no self-reliance. The certainty that the society will maintain them blunts their exertions, leaves them in arrear, while the cotters outside the colony pay rent and prosper. The idle are compelled to work, or, if they refuse, are sent off to the penal colony of Ommerschans. The children are instructed in the schools, where they are kept entirely until they are 12 years old, or, if backward, 13; they then commence work at weaving or out-of-door work, &c., until they reach 20 to 23 years of age, when they are desired to provide for themselves. There are places of worship for Protestants, Catholics, and Jews. The education of the children is intrusted to the care of the managers.

The houses are built with bricks formed from the clay dug on the spot, cemented with lime produced from shells brought from the sea-shore, and burnt with turf found on the land. The houses are built at intervals along the side of broad roads crossing each other at right angles, and are all on one plan, and are well adapted for the comforts of a family. They are thatched with reeds, which are said to be more durable than straw or heather, lasting from 20 to 30 years. The general aspect of the colony is pleasing and thriving; the land is brought under good tillage, and forms a sort of oasis in the desert.

Besides these two free colonies, two others, having much the character of Penal Colonies, have been established—one at *Veenhuizen*, 15 m. from *Frederiksoord* and 9 from *Assen*, but situated on the same uninterrupted heath. One establishment here is devoted to the reception of orphans and foundlings from the different asylums in the towns of the Netherlands, for whose maintenance the government pays to the society a stated sum annually. In other respects it is a mendicancy colony. It corresponds nearly in its character, arrangements, and discipline with that of *Ommerschans*, a few miles from *Mepel*. This was a dilapidated fortress, situated also in the midst of a heath. It serves as a penitentiary for refractory free colonists, and for the amendment

of beggars and idle persons, but not criminals, sent by their parishes or the government for a certain number of years, to reform idle habits. They are compelled to work either as field labourers or in the workshops. Punishments of various kinds are inflicted on the refractory. A value is put on their daily work, and they receive a certain portion for themselves. The colony is not self-supporting. The number of *détenus* in *Ommerschans* and *Veenhuizen* amounts to about 4520, including women and children. Their escape is prevented partly by a canal which surrounds the building, partly by a cordon of watchmen established in 25 cottages built in a circle, at the distance of 5 minutes' walk from one another.

The experiment has been tried now for 30 years, and though, in point of profit, it has not realized the sanguine expectations of its projectors, nor is likely to do so, yet it has succeeded in the benevolent object at which it aimed, by rescuing many hundred individuals and families, previously paupers and friendless, from vice and destitution, making them useful members of society; and in rendering fertile and profitable large tracts of land previously desert and useless. The expenses of these colonies have indeed become so great a burden, that the government has been seriously contemplating their abolition, and is only withheld from such a step by not knowing how to provide for the persons supported on them. It has been calculated by Sir John McNeil that each pauper costs the Dutch government 6*l.* 13*s.* 4*d.*, while in Great Britain each pauper costs the state less than 5*l.* per annum. Moreover the Dutch society is in debt, and its estates would not suffice to clear it. It is, therefore, evident that the pauper colonies cannot compare in utility or success with the Poor Law system of our own country.

The founder and originator of these institutions was the late General Van den Bosch, who was the first director. While serving in the Dutch colonies in the East, he purchased an estate in the island of Java, and devoted much of his time to improvements in

agriculture. It did not long escape his observation that the estate of a native mandarin, which lay next to his own, and resembled it in soil and situation, never failed, in spite of all the pains he took with his own land, to produce far finer crops. This induced him to form an acquaintance with his neighbour, from whom he learnt a system which proved so beneficial, that the estate, which he purchased in Java for 25,000 rix dollars, fetched 150,000 when sold, on his departure from the country. The secret of the mandarin's luxuriant crop appears to have been the attention he paid to obtaining a good stock of manure for his land; to this the efforts of the colonists are studiously directed.

ROUTE 8.

GRONINGEN TO EMDEN, LEER, AND RHEINE.

Groningen Junct. Stat. (see Rte. 7). *Rly.*—E. open (4 trains daily in 1½ hr.) as far as *Nieuweschans*, and thence in progress to *Ihrhofs* on rly. between *Salzbergen*, *Leer*, and *Emden*.

The traveller can take the steamer, barge, or *Trekschuit* (here called *snikken*) through *Appingadam* (Pop. 4000, a flourishing little town, but possessing little interest for the passing traveller) to

DELFTZIJL, a fortified port, of 1800 Inhab., on the *Ems* (*Inn*, *Beurs*). *Steamers* daily during the bathing across the *Dollart* in about 1½ hr. to

EMDEN *Terminus* of Westphalian *Rly.* (*Inn*, The White House), a fortified town, in the former Principality of E. Friesland (annexed to Prussia 1866), contains about 13,100 Inhab. Emden has the most extensive trade in oats of any port in Europe. It lies in a marshy situation; but the land around it is of great fertility, yielding, besides

oats, much butter and cheese. In the *Town Hall*, a building in Renaissance style, 1576, is a collection of ancient arms and armour, especially rich in early fire-arms—part of the spoils, it is said, of Count Ernst of Mansfeld, captured in a vessel freighted for England with the booty of the Thirty Years' war. In the great Church is a monument to Count Enno II. of Friesland. The *Museum* contains interesting local antiquities, objects of amber, &c.

The town lies below the level of the *Ems*, and is defended against it by strong *dykes*, notwithstanding which it has suffered from repeated inundations. A canal between strong dykes connects Emden with the deep water of the *Dollart*, and protects the town by a high and strong embankment against the incursions of this estuary. In 1826 the water stood in the streets for 3 months up to the first floor of the houses. On the ramparts were buried many thousand British officers and soldiers who died here from the sufferings endured in the retreat of the Duke of York's army from Holland, in the dreadful winter of 1795. The remnant of that force, and among them Arthur Wellesley, embarked here.

The painters Backhuysen (1631) and Moucheron (1633) were born here.

Diligence and *Steamer* to the island of *Norderney* (see Rte. 72A, *Handbook for North Germany*, Part II.).

Rly.—S. 4 trains daily in 40 min. to *Leer* Junct. Stat. (*Inn*: Prinz v. Oranjen), a town of 7000 Inhab., with a considerable trade to England in agricultural produce. *Steamers* proceed up the *Ems* beyond *Leer*.

Rly.—E. to *Oldenburg* Junct. Stat. (Rte. 60). (Between *Leer* and *Oldenburg* in the middle of the swamp, is a little primitive district called *Saterland*, where the old Frisian language is still spoken.) S. 3 trains daily in 2 hrs. to *Salzbergen* Junct. Stat. (Rte. 10) by *Meppen* Stat. (*Hotel*, *Bünger*), formerly

capital of the ephemeral Duchy of Aremberg-Meppen, constituted, 1803, out of the spoils of the secularized Bishopric of Münster. Meppen was annexed to France 1810, to Hanover 1815.

Thence the Rly. proceeds in $\frac{1}{2}$ hr. to *Rheine* *Junct. Stat.* (Buffet). (*Inns*: H. Schultze.) A dirty, ill-paved commercial town on the Ems, with old Gothic church and massive square brick tower. Rly. to Hanover and Berlin, see Rte. 10.

ROUTE 9.

ARNHEM TO ZUTPHEN, DEVENTER, AND ZWOLLE.—RAIL.

Arnhem *Junct. Stat.* (see Rte. 5).

Trains 6 times a day in 1 hr. to Zutphen, passing

Velp *Stat.* A pretty village (Pop. 3000) much resorted to as a summer residence by the wealthier classes. Good hotels. The Yssel is crossed by an iron lattice bridge, just before reaching

ZUTPHEN *Junct. Stat.* (*Inns*: *Hollandsche Tuin* (Garden of Holland); *Zwaan*), an ancient town and fortress, 15,400 Inhab., at the junction of the Berckel with the IJssel. It is still a strong place, but the fortifications on the banks of the IJssel were demolished in 1858.

The *Groote Kerk* (of St. Walburg—Calvinist) is a very fine Gothic building (1105, restored 1857); its great tower has been rebuilt since 1600, when the original one was destroyed by lightning. Within are monuments of the Counts of Zutphen, over one of which is hung a Gothic chandelier of iron, and a modern monument to the family Van Heeckeren. There is also a beautiful Gothic *font* of copper, date 1527. Adjoining the church is a library of old books, many

of them fastened to the shelves by chains.

The *Chimes* are placed in the tower of the *Wijn Huis*: there is another large square tower called *Drogenass*.

It was on the battle-field of Warnsfeld, a little to the E. of Zutphen, that the gallant Sir Philip Sidney received his death-wound, Sept. 22, 1586, after an action in which the English had signally defeated the veteran Spaniards under the Marquess of Guasto. Stretched on the ground, bleeding and parched with thirst, the English hero displayed the well-known instance of humanity, in desiring that the cup of water intended for him should be given to the dying soldier at his side.

A great trade in timber, from rafts brought down the Rhine, at Zutphen.

3 m. from Zutphen is the Dutch *Mettray*, founded in 1851, for the discipline of young vagabonds.

Steamer every day to Amsterdam, in summer.

Rail to Amersfoort.

Rly.—E. to *Salzbergen* *Junct. Stat.* (Rte. 10); N. 5 trains daily in 1 hr. to *Zwolle* *Junct. Stat.* (Rte. 6), passing

DEVENTER *STAT.* (*Inns*: *Moriaan* (Moor); *Nieuwe Keizers Kroon*; *Engel*; *'t Wapen van Overijssel*), a thriving fortified town on the rt. bank of the IJssel, 17,521 Inhab., and a considerable iron-foundry and carpet manufactory. The *Church of St. Luben* or *Lebwin* is a vast and interesting early Gothic edifice, built 1040, having 3 aisles of equal height, surmounted by a handsome W. tower; it has a Romanesque crypt, with twisted and channeled piers; and it contains some good painted glass. In the *Town-hall* is a picture by *G. Terburg* (?), representing the Town Council assembled. The English, under the Earl of Leicester, seized Deventer in 1587. The *Berg Kerk* retains many cannon-balls, relics of that conflict. Sir William Stanley, who was appointed governor, treacherously yielded the town to the Duke of Parma in 1587, taking over with him his Irish garrison of 1300 men, believing his duty to his country to be incompatible with that which he owed to the Romish faith!

This was the native place of the philologist, James Gronovius (1645); and Erasmus was educated here at a monastic school, and hence derived his hatred of religious brotherhoods. Deventer is celebrated for its *gingerbread*, of which many thousand pounds are annually exported; and with a view to keep up its reputation, an officer, appointed by the magistrates, inspects the cakes before they are baked, in order to ascertain that the dough is properly mixed. Travellers should ask for the Deventer Koek, at the shop of W. J. Smies, called the *Alleman's Gading*, in the *Groote Kerkhof E.*, No. 1354.

[Within a pleasant drive from Deventer (6 m.) is

Appeldoorn, a pretty village on the *Grift canal* (11,300 Inhab.). Not far from it is the *Palace of the Loo*, the summer residence of the King of the Netherlands: the gardens, embellished in 1862, are extensive, but flat; they contain fine sheets of water. It was the favourite retreat of William III. of England, who repaired hither to hunt. There is a good *Inn* near the palace.]

From Deventer the traveller can proceed by *steamer* on the *Yssel*, or *Rly.*, to *Zwolle Junct. Stat.* in *Rte. 6.*

ROUTE 10.

ROTTERDAM TO GOUDA, UTRECHT, ARNHEM, ZUTPHEN, SALZBERGEN, HANOVER, AND BERLIN.—RAIL.

The shortest route from Rotterdam to Berlin (*Rte. 61*) *via* Utrecht and Arnhem (*Rte. 5*), Zutphen (*Rte. 9*), Salzbergen (see below), and Hanover. Through trains twice a day, the express in 16–18 hrs., but the mail route is *via* Ostend and Cologne (see *Rte. 66*).

ROTTERDAM. See *Rte. 1.*

Rijn Spoorweg Terminus on the Oostkade, on the Maas. Trains 10 times a day in 1½ hr. to (32 m.) Utrecht.

NIJWERKERK STAT. The line passes the *Zuidplas Polder*: water on all sides. The *Kromme Gouw* is crossed before reaching

16 m. **GOUDA** (or *Ter Gouwe*) *Junct. Stat.* *Inns*: *Herthuis*, good; *Zalm* (*Salmon*). A decayed town of 15,776 Inhab.; with a large grass-grown square.

The *Groote Kerk of St. John* (fee 25 cents)—begun 1485, but nearly rebuilt after a fire 1552; 300 ft. long, and 140 ft. high to the crown of the wooden vault—is famous for its 75 painted glass windows, considered to be nearly the finest in Europe. They are for the most part 30 ft. high (2 are nearly double that height), and finished with great attention to details, but are of various degrees of merit. They were executed, between 1560 and 1603, by 2 brothers, *Dirk* and *Wouter Crabeth*. One (No. 10), having been destroyed by a storm, was restored in 1655, and by its inferiority proves the art to have been then on the decline. The later windows, dating after the establishment of Protestantism, are occupied with Pagan allegories, &c., and are inferior to the more ancient. They were presents from towns or wealthy individuals, made on the rebuilding of the church 1560. Very elaborate drawings of them, by *Christoph. Pierson*, are preserved in the vestry. The subjects of the windows are as follows, beginning on the left hand on entering the church by the door under the steeple:—1. An allegorical representation of Liberty of Conscience. 2. The taking of *Damietta* by the Emperor *Frederic Barbarossa* in the 3rd Crusade. 3. The Virgin of *Dort*. 4. Justice and Valour with the Arms of the Lords of *Rhineland*. 5. The Queen of *Sheba* visits *Solomon*, by *W. Crabeth*. 6. Siege of *Bethulia*: Beheading of *Holofernes*, by *D. Crabeth*. 7. The Last Supper, with Queen *Mary of England* and *Philip II. of Spain*, the donors, kneeling. The upper part of this window was destroyed by a hailstorm.

By *D. C.* 8. The Sacrilege of Heliodorus, by *W. C.* 9. The Angel appearing to Zacharias. 10. The Annunciation. 11. Birth of St. John the Baptist. 12. The Nativity, by *W. C.* 13. Christ among the Doctors. 14. St. John the Baptist Preaching, by *D. C.* 15. The Baptism of Christ, by *D. C.* 16. Sermon on the Mount, by *D. C.* 17. St. John the Baptist rebuking Herod. 18. St. John the Baptist's Disciples questioning Christ, by *D. C.* 19. Beheading of St. John the Baptist. 20 and 21 represent the Sufferings, Resurrection, and Ascension of Christ. 22. The Money-changers driven from the Temple, by *D. C.* 23. The Offering of Elijah before the Priests of Baal, by *W. C.* 24. The Angel sending Philip to baptize the Ethiopian, and Peter and John healing the Lame Man, by *D. C.* 25. The Relief of Leiden, and Raising the Siege. 26. The Relief of Samaria. 27. The Pharisee and Publican in the Temple. 28. The Woman taken in Adultery. 29. Nathan reproving David. 30. The Whale casting forth Jonah. 31. In the S. transept, Balaam and his Ass. Besides these, there are 13 windows above the choir, representing Christ and his Apostles.

The church contains a very powerful and sweet-toned organ, in which the *vox humana* stop is especially fine.

The *Town Hall* was the residence of Jacqueline of Bavaria, whose part was taken by the citizens during the civil wars of the Hoeks and Kabeljauws (Hooks and Codfish—the nobles and the citizens—the names of two furious factions, like Whig and Tory with us). It was of fine old red brick and stone, but has been whitewashed.

There are large manufactories of bricks here. The clay for bricks is scraped up out of the bed of the IJssel, with a sort of hoe having a sack attached to it, and is particularly well adapted for the purpose. *Tobacco-pipes* were also made here in large quantities. The clay for them was brought from the banks of the Mosel, and the neighbourhood of Namur. The pipes are shaped in moulds of brass; but the most difficult operation, the boring, is done by the hand, with a piece of iron

wire blunt at the extremity, and requires great dexterity in the workmen. The trade has fallen off, owing to the prevalence of cigars. Very few people are now employed in it.

Gouda cheese (*Stolk*) of new milk, made near this, is the best in Holland.

The Rhine communicates, for ship navigation, with the IJssel and Meuse, by Gouda. A ship-lock at the Gouda Sluis passes the vessel across the dyke of the Rhine into a spacious canal connected with the Kromme Gouda river. This last was made in 1281 as a slaker to the Rhine. It is 9 m. long, and has an excellent tide-lock at Gouda, 153 ft. long and 25 ft. wide.

Rly. W. to the *Hague* (see *Rte. 2*).

The line from Rotterdam continues N.E. by *Oudewater* Stat. *Arminius* (*Harmensen*) born here 1560.

Woerden Stat. 4200 Inhab. On the Old Rhine.

These places are memorable as the scenes of the atrocities committed by the French army, under Marshal Luxembourg, in 1672. Their cruelty, as described by Voltaire, is not exaggerated: so great was the aversion which it inspired in the minds of the Dutch, that descriptions of the war, called "*Fransche Tyranny*," were written and printed as school-books for their children to read, calculated to hand down an inheritance of hate for their enemies to future generations.

Utrecht Junct. Stat. and

Arnhem Junct. Stat. (see *Rte. 5*); and thence to

Zutphen Junct. Stat. (*Rte. 9*).

From Zutphen the line crosses the Yssel, and continues E. through a flat, marshy, but well cultivated country, passing

Hengelo Junct. Stat. [Branch line N. to Almelo, S. to *Enschede* (large calico and cloth manufactories) and *Glanerbeek*.]

Oldenzaal Stat. Frontier town and Dutch custom-house. (Buffet.)

Bentheim Stat. Frontier and Custom-house of N. Germany. Pop. 2000. Over the trees is seen the square machicolated tower of the *Castle*, which

Ruysdael painted. A cold sulphur spring here.

Salzbergen Junct. Stat. (*Inn*: Oberhaus, near Stat., good). Break of trains; passenger must stop the night here. 4 trains daily in 3 hrs.

From *Salzbergen* the line turns S. to *Rheine* Junct. Stat. (Rte. 8), and thence to Hanover and

Berlin (see Rtes. 69 and 66).

ROUTE 11.

THE RHINE (A), FROM ROTTERDAM TO NIJMEGEN, BY DORT.

Travellers, whether in search of amusement or pressed for time, should avoid the voyage UP the lower part of the Rhine, below Cologne, because there are two other very interesting routes from England to Cologne; one by Rotterdam, Hague, Amsterdam, and Utrecht (Rtes. 2 and 5); the other by Ostend, or Antwerp, and Brussels (Rtes. 17, 21, and 23). The best way to visit the Rhine from England is to go by Belgium and its railways, and return by Holland down the Rhine. The *Rhine below Cologne is a most uninteresting river*, with high dykes on each side, which protect the flat country from inundations and intercept all view, save of a few villages, church steeples, and farm-houses, painted of various colours, which are seen peering above them.

Between Rotterdam and Nijmegen there is a risk of sitting on a sandbank for an hour or two till the tide rises, and there is always a detention of some hours at the Prussian frontier.

STEAMBOATS leave Rotterdam every morning at 5 and 10 in the summer, and every day in the latter part of the season. They reach Nijmegen or Arnhem in about 10 hrs. For *Fares* refer to the printed bills of the company.

The best and fastest steamers ascend in 2 days from Rotterdam to Cologne,

stopping for the night at Emmerich. The steamers of the Netherlands Company have glass cabins on deck, so that passengers in rainy weather can look around them under shelter. They have also sleeping apartments, each containing 2 beds and a sofa, which can be hired, for the whole passage, for 6 florins including the steward's fee. Passengers unprovided with sleeping-berths are compelled by the police regulations to leave the boat, when she stops for the night, at Emmerich, and to sleep on shore.

The State Cabin has the advantage over the first cabin, that it is private; it is, therefore, often convenient to secure it for a party in which there are several ladies.

The *Railway* from Rotterdam to Cologne, by Gouda, Utrecht (Rte. 10), and Emmerich or Cleve, will be preferred by most travellers to the voyage up the Rhine.

The *Rhine*, flowing out of Germany into Holland, descends in an undivided stream as far as the point of the Delta (the *Insula Batavorum* of the Romans). At a place called Pannerden it splits into two branches. From this division of its stream, Virgil applies the epithet *bicornis* to the Rhine (*Æn.* viii. 727). The left-hand branch, called the Waal or Vahal, directing its course W., passes Nijmegen, joins the Meuse, and, in conjunction with it, assumes the name of Merwe. The other branch, which, after the first separation, retains the name of Rhine, turns northward; $\frac{1}{2}$ a league above Arnhem it throws out an arm called IJssel, known to the ancients as *Fossa Drusi*, because the canal was made by Drusus in the reign of Augustus: this falls into the Zuider Zee after passing Zutphen, Deventer, and Kampen, and is frequently mentioned by Tacitus and Suetonius. The river after this continues on past Arnhem to Wijk by Duurstede, and there again divides, throwing off to the l. an arm called the Lek, which falls into the Maas a little above Rotterdam. The other arm, still retaining the original name of Rhine, after this separation, divides for the last time at

Utrecht; the offset is called the Vecht, and flows into the Zuider Zee. The old Rhine, the sole remnant of the once mighty river which carries its name to the sea, assumes the appearance of a canal, and, after passing sluggishly the town of Leiden, enters the ocean through the sluice-gates of Katwijk (see Rte. 2).

a. THE WAAL.

The Waal is the largest and most important of the 4 branches into which the Rhine divides its stream on reaching Holland.

On quitting Rotterdam by the rly. bridge over the Maas the guardship is passed, and (1.) Fijenoord, the largest engineering establishment, steamboat-builder's yard, and foundry in Holland. Numerous country seats of rich Rotterdam merchants are scattered along the banks. The narrow arm of the Maas, called Spaniard's-Diep, is lined with shipyards, cottages, and windmills. The river Lek here falls into the Maas. A short distance higher up lies—

1. DORDRECHT (or DORT) STAT. *Rly.* —N. to Rotterdam and S. to Moerdijk (see Rte. 12). (*Inns:* Bellevue, near the steamers; Goude Leeuw), one of the oldest towns in Holland, with 25,500 Inhab., and considerable trade, on an island of the Maas. The depth of water is sufficient to admit deeply laden East Indiamen. Railway bridge over the Maas (see Rte. 12).

The first Assembly of the States of Holland, held after their revolt from the yoke of Spain, met at Dort in 1572, and declared the Prince of Orange Stadholder, Captain-General, and Admiral of Holland.

The building no longer exists in which the famous assembly of Protestant divines, known as the *Synod of Dort*, was held, 1618-19. It lasted 7 months, during which there were 152 sittings, unprofitably occupied, for the most part, in discussing the knotty question of Predestination and Grace. At the conclusion the president declared that "its miraculous labours had made hell tremble." The result of its labours was to declare

the Calvinistic doctrine of predestination the orthodox faith, and to condemn Arminius and his followers as heretics. The ordinances then passed were long the law of the Dutch Reformed church. The apartment in which the Synod met is still preserved unaltered; but is converted into a ball-room, or temporarily into a theatre!

The *Groote Kerk* (date 1339), conspicuous at a long distance, owing to its tall square tower, consists of a spacious apsidal choir with radiating chapels, deep transepts, and a nave with double aisles. The roof of the choir and side chapels is decorated with arabesques of early 16th cent. The fine *oak stalls* fill four bays of the choir, the eastern being more elaborate than the western portion, and earlier in date (1543-47). The sculptured pulpit is of white marble (date 1756). There are also numerous monuments, and some church plate of massive gold, presented by an East India merchant.

Within this ch., in 1793, was interred Lieut. John Western, R.N., in the presence of the Duke of York; the Grenadier Guards attending as firing-party. This young officer was killed at Moerdijk, March 21. 6 days previously he had succeeded, while in command of 3 gunboats, each containing 4 12-pounders and 16 men, in compelling a French army 5000 strong to abandon the siege of Willemstad, so that the garrison were enabled next morning to march out and take possession of the French camp, guns, and ammunition.

The old *Mint*, Utrecht, is a building of the 15th cent.

In an ancient Gothic building is a carved chimney-piece, in a back street, now a public-house, called *Kloveniers Doelen*.

Dort serves as a haven for the gigantic rafts of wood, the produce of the forests of Switzerland and the Schwarzwald, which are brought down the Rhine by crews of from 400 to 500 men each, and are here broken up and sawn into planks by the numerous *windmills*. A single raft sometimes produces 30,000*l*. A description of them will be found in the route from Cologne to Mayence.

The brother statesmen De Witt were born here; also the painters Cuypp (1605), Schalken (1643), and Ary Scheffer (1795)—to whom a *statue* was raised 1862.

After a general survey of the town, which is truly Dutch in its combination of sluices and canals, and a visit to the Great Church, the timber-ponds where the raft-wood is collected, the windmills where it is sawn into planks, and the ship-builders' yards, there is nothing to detain a traveller here.

Dort stands on an island formed by a terrible inundation in 1421, when the tide in the estuary of the Rhine, excited by a violent tempest, burst through a dyke, overwhelming a populous and productive district, which it at once converted into a waste of waters, called the *Biesbosch* (*i. e.* rushwood, from *bies*, rush, akin to English *besom*), part of which still exists. 72 villages and 100,000 human beings were swallowed up by the waves. 35 of the villages were irretrievably lost, so that no vestige, even of the ruins, could afterwards be discovered. The only relic preserved from the waters is a solitary tower, called the house of Merwede. By this inundation the number of the mouths of the Rhine was increased, and the Waal was made double its former size. Many maps, as well as guide-books, represent this district as still under water, but a large part of it has been recovered; still the river here spreading out bears the aspect of a lake interspersed with numerous islands, uninhabited, but producing hay in abundance.

The country about Dort seems choked with water; every hollow is full, and fear is roused lest, by the rising of the Rhine a foot, or even an inch or two, the whole should at once be overwhelmed by the waters. The Ablasser Waard, near Gorcum, lies considerably lower than the bottom of the bed of the Rhine! There are numerous and intricate sandbanks between Dort and

rt. Gorcum, or Gorinchem (*Inn*, poor) (Pop. 9000), an old walled town, at the junction of the Merwe and Linge, and one of the first places taken by the Water Gueux from the Spaniards,

1572; but they sullied their victory with the torture and murder of 19 Catholic priests and friars, for which their commander, Lumey, was disgraced by the States General. The anniversary of the Martyrs of Gorcum is still marked in the Romish calendar, July 9. The canal of Zederick connects Gorcum on the Merwe with Vianen on the Lek. Nearly opposite Gorcum is (*l.*) Woudrichem, or Worcum.

(*l.*) *The Castle of Loevestein*, situated on the west point of the island of Bom-mel, formed by the united streams of the Meuse and the Waal, was the prison of Grotius in 1619. The history of his escape in a box, March 22, 1621, gives an interest to the spot:—"He beguiled the tedious hours of confinement by study, relieving his mind by varying its objects. Ancient and modern literature equally engaged his attention. Sundays he wholly dedicated to prayer and the study of theology. He composed the greater part of the '*Jus Belli et Pacis*' here. 20 months of imprisonment thus passed away. His wife now began to devise projects for his liberty. She had observed that he was not so strictly watched as at first—that the guards who examined the chest used for the conveyance of his books and linen, being accustomed to see nothing in it but books and linen, began to examine them loosely; at length they permitted the chest to pass without any examination. Upon this she formed the project for her husband's release."

She accommodated the chest to her purpose, by boring some holes in it to let in air. She intrusted her maid with the secret, and the chest was conveyed to Grotius's apartment. She then revealed her project to him, and, after much entreaty, prevailed on him to get into the chest, and leave her in the prison. The books which Grotius borrowed were usually sent to Gorcum, and the chest which contained them passed in a boat from the prison at Loevestein to that town.

Big with the fate of Grotius, the chest, as soon as he was enclosed in it, was moved into the boat, accompanied by the maid. One of the soldiers observing that it was uncommonly heavy,

the maid answered, "It is the Arminian books which are so heavy." The soldier replied, apparently in joke, "Perhaps it is the Arminian himself;" and then, without more ado, the chest was lodged in the boat. The maid accompanied it to Gorcum, and, when fairly afloat, made a signal with her handkerchief to her mistress that all was right. The window where Grotius's wife stood is still pointed out in Loevestein. The passage from Loevestein to Gorcum took a considerable time. At length it reached Gorcum, and was deposited at the house of Jacob Daatzelaar, an Arminian friend of Grotius. The maid flew instantly to him, and told him that her master was in the box; but Daatzelaar, terrified for the consequences, declared he would have nothing to do with so dangerous a matter. Luckily his wife had more courage; she sent away the servants on different errands, opened the chest, and set Grotius free. He declared that while he was in the chest, which was not more than $3\frac{1}{4}$ ft. long, he had felt a little faintness and much anxiety, but had suffered no other inconvenience. Having dressed himself as a mason, with a rule and trowel, he went through the back door of Daatzelaar's house, accompanied by Daatzelaar's wife's brother, a mason by trade, along the market-place, to a boat engaged for the purpose. It conveyed them to Waalwijk, in Brabant, where he was safe. In the mean time every precaution had been taken by Mrs. de Groot to conceal her husband's departure from the governor and his jailors. She took particular care to light the lamp in the room where Grotius was in the habit of studying; and the governor, upon his return home in the evening, remarking the light in Grotius's window, concluded that his prisoner was quite safe. Mrs. de Groot was not detained long in prison, and rejoined her husband soon after in Paris. There is usually a frigate in the Dutch navy bearing the name of Grotius's wife, Marie van Reigersberch: history has rescued from oblivion the name of the trusty maid-servant also—it was Elsje van Houwening.

1. Bommel — *Inn*, Hof van Gelder-

land—once a fortress, was besieged in vain by the Spaniards 1599, and taken by Turenne, 1672. (Pop. 3500.)

The island of Bommel, Bommeler Waard, between the Waal and the Meuse, which here unite their waters, is defended on the E. by Fort St. Andrew, and on the W. by Fort Loevestein.

The Rly. from Utrecht to 's Hertogenbosch, 10 m. S. (see Rte. 13), here crosses the Waal on an iron bridge. The tide is felt up to this point.

rt. Tiel (H. Bellevue), a pretty town of 6000 Inhab., and birthplace of General Chassé, the defender of Antwerp citadel. 66 m. above Rotterdam lies—

1. NIJMEGEN (Rte. 5). Rail to Cleves (see Rte. 35). Flying bridge over Waal.

Steamers daily to Arnhem, Doesburgh, Zwolle, and Kampen.

Diligences daily to Arnhem and Boisdue. (Rte. 12.)

The voyage from Nijmegen to Cologne by water, about 125 m., is described in Rte. 34.

6. THE LEK FROM ROTTERDAM TO ARNHEM.

Steamers rarely take this course: the Lek is often so low as to preclude the passage of a steamer altogether.

rt. Krimpen. A tall spire.

rt. Lekkerkerk, protected against the waters by enormous dykes.

1. *Kinderdyk*, a long row of small houses, with iron foundries, the creation of Mr. Pop Smit, who began the world as a carpenter.

rt. Schoonhoven (*Inn*: Heerenlogement), about 20 m. above Rotterdam, is famous for its salmon fisheries.

1. Nieuwpoort, about a mile from Schoonhoven, opposite to it.

rt. Vreeswijk (or de Vaart) is the landing-place for passengers going to Utrecht and Amsterdam. Omnibuses.

1. Vianen, which is opposite to Vreeswijk, is said to be the *Fanum Dianæ* of Ptolemy. It formed part of the patrimony of the patriot Count of Brederode, who fortified it for the Prince of Orange on the outbreak of the revolt of the Netherlands.

Between Vianen and Kuilenburg there are sluices in the banks of the river, designed solely for laying the country under water in case of foreign invasion. If they were opened, the inundation would at once spread as far S. as the Waal, as far as Dort to the W., and to the Noort in an opposite direction. A military inundation of this kind is a mode of defence peculiar to Holland. It effectually cuts off the means of approach from an army either by land or water; it covers both roads and canals, leaving an enemy in ignorance of their direction and course; and, while it is deep enough to check the march of troops or cannon, it is so interrupted by shallows and dykes, as to render its navigation by boats equally impracticable. Here are 2 modern *forts* to close the passage of the river. There is a magnificent iron Rly. Bridge over the Lek at

1. Kuilenburg (see Rte. 13), a town of 5000 Inhab.

rt. Wijk by Duurstede. A fortress—the Roman *Batavodurum*. The branch of the Rhine which alone retains that name to the sea here separates from the Lek, and under the name *Kromme Rijn* (winding Rhine) descends to Utrecht, where again dividing, it sends one branch, the Vecht rt. to the Zuider Zee, while the other, the Oude Rhin, enters the German Ocean after passing Leiden to Katwijk, where it is now discharged into the ocean by means of sluice-gates (Rte. 2). The Lek was originally a canal dug by the Romans to unite the Rhine and Maas; its bed became suddenly enlarged by an inundation in 839, by which the main stream was thrown into it.

1. Eck and Wiel, near rt. Amerongen. Amerongen itself is situated at a little distance from the river. Lord Athlone has a seat near here.

rt. Rheenen (*Inn*, Koning van Boheme, bad) is a town of 1600 Inhab., on the middle branch of the Rhine. There is a very fine Gothic church with a handsome tower (built 1493–1531). A large quantity of tobacco is cultivated in this district. Frederick, King of Bohemia, lived here in retirement, under the protection of his uncle Prince

Maurice of Orange. A little out of Rheenen, 1. of the road to Amerongen, at the entrance of a meadow, under some willow-trees, the English traveller will remark the mounds under which the bones of some hundreds of his countrymen are mouldering. In 1794 the hospital for the prisoners taken in the Duke of York's army was at Rheenen, and, the mortality being very great, this spot became the cemetery of the hospital.

rt. Wageningen, 14 m. from Arnhem (*Inn*, Hof van Gelderland, not good), an inconsiderable town, of 5326 Inhab., supposed to be the *ad Vada* of the Romans: it is connected with the Rhine by a short canal, 7 m. to Eck Rly. Stat. On the opposite side of the river to Wageningen is a flat district of meadow-land, called the island of Betuwe, because isolated by the Lek and Waal; it retains in its name a memorial of the ancient inhabitants of this country, the Batavi.

1. Heteren.

rt. ARNHEM. (Route 5.) Rly. Stat.

rt. 3 m. above Arnhem the IJssel (pron. Eyssel) branches off from the Rhine, and flows into the Zuider Zee at Kampen. It is also navigated by steam. (Rte. 12.)

1. Huissen. Near Tollhuis the army of Louis XIV. crossed the Rhine, 1672, an exploit much vaunted by the French poets (Boileau, &c.) and historians of the time, though little risk was incurred but that of drowning, as there were few, if any, Dutch troops immediately on the spot to oppose the passage. The river was then much reduced by the drought of summer, though not entirely fordable, and many regiments had to swim across. The Great Condé was here wounded in the wrist, and his nephew was killed by his side.

rt. Pannerden, near the N. point of the Island of Betuwe. Here the Waal first branches out from the main trunk of the Rhine, which above this spot flows in one undivided stream. By the management of the Waterstaat, only one-third of the waters of the Rhine pass through the channel of the Pannerden, here strongly dyked, while

two-thirds are conducted into the Waal.

The voyage to Cologne is described in Rte. 34.

ROUTE 12.

ROTTERDAM TO ANTWERP, BY MOERDIJK [BRED A], RAILWAY (BOIS-LE-DUC—TILBURG), OR BY WATER, PASSING BERGEN-OP-ZOOM.

(A.) *Rly.* 59½ Eng. m. 4 hrs.

The connection between Rotterdam and Moerdijk was formally maintained by 3 ferries—at Rotterdam, over the Maas; at Dort, over the Merwe; and at Moerdijk, over the Hollands-Diep. Now viaducts, 4600 ft. in total length, carry this rly. through the town of Rotterdam to a bridge over the *Nieuwe Maas*, of 9 spans—2 of 295 ft. each, and 3 of about 88 ft. A swing bridge allows masted vessels to pass up.

Four other arches carry the line over the Island Eijehoord, where are large shipyards.

11½ m. *Dort Stat.* In Route 11. The *Railway Bridge* near *Dort* has 2 spans of 287 ft., 2 spans of 211 ft., and 2 swing bridges 88 ft. long each.

23 m. *Moerdijk Junct. Stat.* (*Inn*, Hoffman's Hotel.) The *Railway Bridge* over the Hollands-Diep is the longest in Europe, over a tidal river 8200 ft. broad. It is in 14 spans, each of 328 ft., with a swing bridge at the S. extremity over a separate channel. Some of the piers are founded on piles and concrete, others rest on cylinders sunk by aid of exhausted air to a depth of 65 to 72 ft. below low water. The roadway is of wrought iron, the upper flange of the lattice girders forming a parabolic curve.

[*Rly.*—S.E. to *Breda* (see below).]

36¾ m. *Roosendaal Junct. Stat.* Dutch Custom House.

Rly.—W. to Bergen-op-Zoom and Flushing (Rte. 12A); S. to Antwerp (see below); N.E. to

[15 m. *BRED A JUNCT. STAT.* (*Inns*: H. Kroon; Golden Lion; Zwann). A fortress on the rivers Merk and Aa, whose waters, together with the surrounding marshes, render it almost inaccessible to an enemy, but very unhealthy. 15,700 Inhab.

The *Herformde Kerk* (once Cathedral), built 1510, in the market-place, has a graceful octagon tower 362 ft. high, surmounted by a Dutch bulbous spire. It is in a disgraceful state of dirt and neglect, and the pastor's dirty linen is washed in the deserted choir! In the N. aisle is the finest monument in the Dutch Netherlands, a rich flamboyant canopy, enclosing life-size statues of the Virgin and Child, at whose feet kneel John of Nassau, and Engelbert III. of Nassau, Counts of Breda, —with their wives—along with their patron saints, John Baptist, Engelbert, Jerome and George. There are two very fine Flemish brasses in this church, and a monument, date 1536, to the Sieur de Borgnival, chief engineer to Charles V. Behind the high altar is an altar-tomb of the Knight of Renesse and his lady. At the end of the N. aisle is a fine monument to some of the Aschendaal family, with a vigorous relief of the Last Judgment. In the choir is a highly ornamented brass, commemorating Dean William of Gaellen; and well-executed carvings in wood, representing ecclesiastics in ludicrous attitudes, intended to satirise the vices of the clergy. There is also a very fine brass font, the cover of which is raised by a crane. This ch. is a prey to neglect and whitewash.

The *Rom. Cath. Cathedral of St. Barbara* is one of the best Dutch examples of revived Gothic (Cuyppers, arch., 1869), 216 feet long, 66 feet high. The arrangement and fittings of the interior, rood-screen, &c., are very good. It is surmounted by three spires.

The old *Castle* was built, 1350, by

John van Blanen, Lord of Breda; the modern *Château* by William, afterwards the Third of England. It is a square surrounded by the waters of the Merk. Since 1828 it has served as a *Military Academy* for infantry, cavalry, artillery, and engineers, capable of accommodating 192 cadets. It is exclusively from this academy that the Dutch army is now officered. Here are good stables and an ample stud, a swimming school, and an extensive plateau, with cannon of every calibre, which supplies the means of drill applicable to each branch of the service. It contains also a good library, a well-stocked model-room, and a small museum of arms.

Breda was taken from the Spaniards, in 1590, by a singular stratagem concerted between a brave veteran captain of Prince Maurice's army, named Heraugière, and one Adrian Vandenberg, owner of a barge which supplied the garrison with turf for fuel. On Thursday, Feb. 26, Heraugière, and 80 picked soldiers, entered the barge, and were carefully covered over with a cargo of turf. Though the boat had not many miles to go from the place where it was laden, it was so much impeded by contrary winds, and by the frost which had covered the water with a thick coat of ice, that the third day passed before it arrived within $\frac{1}{4}$ league of the town. To add to the perils of the crew the vessel sprung a leak; the soldiers stood up to their knees in water; and one of them, named Matthias Helt, began to cough so violently that for fear he should cause their detection he entreated his companions to run him through with his sword. Luckily they were not rigorously examined by the guard, and the sacrifice of the brave soldier was not required. It was not till midnight on the 3rd of March (5 days after they had embarked) that the sluice-gates of the citadel were opened, and the boat was dragged in through the ice by the very garrison who were so soon to suffer from its entrance. They carried off so much of the turf for their use, that the boards which covered the concealed band were nearly laid bare; but, by another piece of good fortune, they did not inspect the cargo very

minutely; and Vandenberg, with considerable cleverness, contrived by his wit and jokes to turn away their attention, and, lulling all suspicion, finished by making them drunk. As soon as they were asleep, Captain Heraugière and his soldiers issued forth from their miserable retreat; the sentinels were killed, and the rest of the garrison, terrified at the sudden and unexpected attack, abandoned the castle without even the precaution of breaking down the drawbridge leading from it into the town, which was entered a few days afterwards by Prince Maurice and his army. After several fruitless attempts on the part of the Spaniards to regain Breda, it was taken in 1625 by Spinola, who burnt the famous barge which, like the Trojan horse, had contributed to its capture by the Dutch in 1590. The surrender of Breda to Spinola has been commemorated by Velasquez in his finest picture, "*Las Lanzas*," now in the Madrid gallery. (*Spanish Handbook*.)

Charles II. resided at Breda during part of the time of his exile from England. From Breda he issued his *Declaration* to Parliament, 1660. Here was signed the Peace of 1667, between England, France, and the United Provinces and Denmark.

Rly.—N.W. to *Moerdijk* (see above) for Rotterdam; E. to *Tilburg* Junct. Stat. (large calico and cloth manufactories), whence line continues E. to Bostel (see Rte. 13), and branch S. to *Herenthals* Junct. Stat. (see Rte. 22A) for Aerschot (Rte. 27) and Lierre (Rte. 22A); W. to *Roosendaal* Junct. Stat. (see above).]

The line from Roosendaal continues S., crossing the Belgian frontier before reaching

Eschen Stat. A tract of heath, now fast yielding to cultivation, forms the border-land of the 2 countries. [At *Hoogstraeten* (10 m. E. of Campthout Stat.), so called from the Roman *highway* (Strata) which passed through it, the very handsome *Ch. of SS. Anthony and Eliz.* contains monuments to the noble family of Lalaing, one of whom built the steeple, 364 ft. high, of brick and stone, richly ornamented, 1546. It has 12 painted windows, old tapestry, r

brass font, &c. The château of the Laings is now the *Poor-house*.]

Beheren Stat. Custom-house search.
59½ ANTWERP STAT. In Rte. 22.

(B.) ROTTERDAM TO ANTWERP BY
WATER.

Steamers daily in summer by Dort, Fort Batz, and the Schelde. The distance is about 80 miles. The time taken is 7 hrs.; the return passage is longer, as the tide does not serve to pass the banks, which it does in going, and therefore a circuit must be made to avoid them. The voyage is pleasant in fine weather; but the broad estuaries dividing the islands which form the province of Zeeland are nearly as much agitated as the open sea by storms. Since the Rly. was opened, the train is generally preferred to steamboats.

After quitting Dort (Rte. 11) the vessel threads a narrow channel, having the appearance of an artificial canal, called *Dordsche Kill*, leading into the wide estuary of the *Hollands-Diep*, and *Volke Rak*, arms of the *Maas*, flowing between the islands of Zeeland. The places passed on the voyage from Dort are 's *Gravendeel*, *Willemstorp*, the fortress of *Willemstad*, forts *Ruiter*, and *Ooltgensplaats*, 2 block-houses covered with red-tiled roofs, erected by the French to defend the entrance of the *Hollands-Diep* against the English, *Philipsland*, and *Stavenis*. On the l. lies *Tholen*, and on the rt. the island of *Schowen*, with its port, *Zierickzee*, memorable for the daring exploit of the Spaniards, under *Requesens*, 1575, who forded the channel called *Keeten*, by a passage 6 m. long, and before untried, wading for the most part up to their necks in water, and in the face of a fleet of boats manned by the Zealanders, who annoyed the Spaniards by a deadly fire, and actually cut off their rear-guard. They thus gained possession of the island, and soon after of *Zierickzee*. At *Zijp* an omnibus is stationed to convey passengers to or from *Zierickzee* (*Inn*, *Hof van Holland*), less than an hour's drive; its square tower is conspicuous from the steamer.

The steamer then enters the *Ooster Schelde* (no longer passing the channel near *Bergen-op-Zoom*, now closed by the dyke of the *Roosendaal Rly.* to *Goes*), traversing a modern Canal cut through the island of *S. Beveland*, passing under the bridge of the *Goes Rly.* and entering the *Western Schelde*, passing by *Fort Bath*, where the two arms of the river divide and near which is the extensive sandbank called *Verdronken*—or *Drowned Land*, because overwhelmed by an inroad of the sea, and thus cut off from the island of *Zuid Beveland*. The description of the voyage up the *Schelde* to *Antwerp* will be found in Rte. 18.

ROUTE 12A.

ROOSENDAAL STAT. TO BERGEN-OP-ZOOM,
GOES, AND FLUSHING.

Roosendaal Junct. Stat. on the Rly. from Rotterdam to Antwerp (Rte. 12). 4 trains daily in 2 hrs. to *Flushing*, passing

Bergen-op-Zoom Stat. (*Inn*: *Hof van Holland*), 8900 Inhab., one of the dullest places in the Netherlands, situated in a marshy country which can easily be laid under water. The fortifications, formerly considered the masterpiece of *Coehorn* (died 1704), were removed 1867. It was made a *Marquisate* by *Charles V.*, 1533, and ceded to the Netherlands 1576.

Among the numerous sieges and attacks which it has endured, the most interesting to the English is *Gen. Graham's* nearly successful attempt to carry the place by storm, on the night of the 8th of March, 1814. Two of the 4 attacking columns succeeded in establishing themselves on the ramparts, with very trifling loss. The rt. column attacked at the entrance of the harbour, which could be forded at low water. They were ulti-

mately repulsed, by the French garrison, with very severe loss. Some hundred British soldiers were buried in the William Bastion, which was removed along with the old fortifications. The names of the British officers who fell on this occasion may be seen in the church recorded on a monumental tablet erected by their brother officers. In the great *Protestant Ch.*, the remnant of a fine building (transepts of 6 bays, nave of 4), which has suffered much, is the tomb of Lord Edward Bruce, killed in a duel, 1613, with Sir Edw. Sackville (afterwards E. of Dorset), to fight which they came over from England. (*Guardian*, Nos. 129, 133.)

The Rly. crosses an arm of the sea to *Goes Stat.*, and thence to

Middelburg Stat. (*Inn*, Heerenlogement, not bad; H. d. Abdij). 16,000 Inh. A remarkably clean town and capital of Zeeland, with a splendid *Town Hall*, built 1468, by Charles the Bold, ornamented with 25 colossal statues of Counts and Countesses of Zeeland. In the *New Church* (*St. Peter's*) with Gothic tower and spire, is the monument of John and Cornelius Evertsen, admirals slain fighting against the English, 1666.

The telescope was invented at Middelburg, in 1601, by one Hans Lipperhey, a spectacle-maker.

5 m. farther S. is *Flushing Terminus* (Rte. 18).

ROUTE 13.

UTRECHT TO KUILENBERG, 's HERTOGENBOSCH (BOIS-LE-DUC) TO EINDHOVEN, VENLO, ROERMOND, AND MAESTRICHT.

2 trains daily. 7 hrs.

Utrecht Junct. Stat. is described in Rte. 5. The Oude Rijn is crossed.

Kuilenberg Stat. Here the rly. crosses

the Lek on a magnificent *Bridge*, and then the Waal and the Maas.

Geldermatsen Stat., omnibus to Tiel.

Waardenburg Stat. The Waal is now crossed on an iron bridge.

Bommel Stat. (*Inn*, de Klok). Near *Hidel Stat.* the Maas is crossed.

's *Hertogenbosch* (*Bois-le-Duc*) *Stat.* (*Inns*: *Goude Leeuw*, *Groenhuys*). A

fortress and the chief town of N. Brabant. Pop. 24,364. The **Cathedral of St. John*, the finest complete ecclesiastical edifice in the kingdom, begun about 1300, is, as it now stands, chiefly Flamboyant (1419-1497); piers without capitals. The nave, with 4 aisles, is over 100 ft. high, has 7 bays and 4 aisles; but the best part of the ch. is the choir and apse with radiating chapels. The choir-stalls are good wood-work of 15th cent.; some of the choir and chapel screens, the pulpit, and W. end organ, are as good Renaissance. The *Baptistery*, separated from the S. aisle by a screen, contains a fine 12 sided *Font* of brass, with elaborate metal Cover and Crane to lift it (date 1492). The well-modelled figures represent the cripples of the pool of Bethesda. N. of the choir is the *Lady Chapel*, ending in an apse; and E. of this is an octagonal structure (? Chapter-house), the lower portion of which forms a crypt. The transepts are spacious, with octagon lantern-tower. At the W. end is a large brick tower, surmounted with a steeple. The lower part serves as a porch. *Obs.* the statues in the pediments over the windows, also those in the N. transept doorway. The *Organ*, a first-rate instrument, in a wonderful case, richly carved, as is also the *Pulpit*. The ch. is fairly well restored (1870); but is still groaning under yellow wash. A very rich marble choir-screen was removed (1865) to South Kensington. This Ch. was long possessed by the Calvinists, till Napoleon I. restored it to the Roman Catholics, who form the majority in the Dutch provinces of Brabant and Limburg. The *Stadhuis*, surmounted by a tower with a fine set of chimes, was built in 1670, and contains paintings and armour.

Boxtel Junct. Stat., a busy little town (Pop. 4200), whence a rly. branches

to Tilburg Junct. Stat. for Breda (see Rte. 12), or Antwerp (see Rte. 22A), also to Veghel, Uden, and Gennep.

The D. of Wellington, in command of 3 battalions of the D. of York's expeditionary force, here first went into action with the French, 1795.

Eindhoven Junct. Stat. (Inns: Hof van Holland; De Wildeman), a busy manufacturing town (Pop. 3300), of brick gabled houses, in one long street, with a square at either end. It lies on the confluence of the Gender and the Dommel, and possesses many manufactories worked by steam or water-power. Pleasantly situated, it is surrounded by well-cultivated fields, gardens, and pretty villas. *St. Catherine's* is the finest modern ch. (Rom. Cath.) in the Low Countries (Cuypers, arch.). It is of brick, 237 ft. long, with 2 W. spires, 244 ft. high, and nave, 71 ft.

Rly. S. crossing the frontier at *Achel* to *Hasselt Junct. Stat.* (Rte. 27), and thence E. to Maestricht, W. to Brussels, &c.

From Eindhoven the Venlo line turns E. for

VENLO, *Junct. Stat.* (Inn: Zwynshoofd, Gochsche Kar), down to 1868 a strong fortress, but its ramparts are levelled, on the rt. bank of the Maas, celebrated in history for the many sieges it has stood. 10 times it has been taken. Pop. 8500. The *Catholic Ch.* has fine carved stalls, and a Renaissance high altar of marble. *Steamers* to Nijmegen and Rotterdam (Rte. 11). *Rly.* to Kaldenkirchen for Viersen, &c.

The line to Maestricht continues by ROERMOND Stat. (Inn: De Gouds Leeuw, Keizer), an ancient and once populous city. Pop. 9500. During the 30 years' war this city was twice taken; its brick walls remain in part. The *Munster* (Notre-Dame, 1218-24) is one of the finest Romanesque buildings in the Netherlands. It has transepts at W. and E. end, shallow choir, two towers flanking nave and choir, and a lantern over the crossing. These, with the large W. porch, have been restored by *M. Cuypers*. The W. transepts are beautiful Early Pointed. The original high altar exists at the E. end. An altar in the S. transept has a triptych reredos of the finest carved work, with hundreds of minute figures. It contains many ancient monuments—among them those of Gerard III., Count of Geldres, and of Margaret, his wife, the founders.

The *Roman Catholic Ch. of St. Christopher* is a large and handsome building, with 3 large and 14 small towers, a fine organ, carved oaken pulpit, and confessionals. It contains several fine paintings, the principal of which are the Ascension of Christ, by *Willebroodt*; the Descent of the Holy Ghost, by *De Witt*; the Four Evangelists, with St. Peter and St. Paul, by *Van Helmont*; a Christ, by *Rubens*; and a Holy Family, by *Linssen*.

Steamers to Rotterdam. The *Rly.* continues to

MAESTRICHT JUNCT. STAT. (Rte. 27).

SECTION II.

BELGIUM.

INTRODUCTORY INFORMATION.

- § 18. *Passports.*—19. *Money.*—20. *Travelling—Diligences; Hired Carriages—*
 21. *Railroads.*—21A. *Post and Telegraph.*—22. *Vigilantes.*—23. *Inns.*—
 24. *General View of Belgium.*—25. *Belgian Cities and Architecture.*—26. *Chimes*
(Carillons) and Clocks.—27. *Works of Art: Schools of Van Eyck and Rubens.*—
 28. *Military Tour; Tour of the Meuse; the Ardennes.*

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16. Calais to Courtrai, by Dunkirk and Ypres—RAIL	114	28. Calais to Cologne, by Lille, Douai, Valenciennes, Quévrain, Manage, Charleroi, Namur—RAIL	197
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§ 18. PASSPORTS.

Not now required in Belgium, but see Introduction (d).

§ 19. MONEY.

French money is current throughout Belgium; indeed the currency of Belgium has the same coins and divisions as the French. The smaller Dutch coins are also met with, and travellers should beware of confounding *cents* with *centimes*. A cent, being $\frac{1}{100}$ of a guilder, is equal to 2 centimes; 25 cents = 50 centimes.

BELGIAN AND FRENCH MONEY.

	s.	d.
Silver coins: 1 franc = 100 centimes . . . =	9	$\frac{1}{2}$ d. English.
$\frac{1}{2}$ franc = 20 centimes . . . =	0	2
$\frac{1}{4}$ franc = 50 centimes . . . =	0	$4\frac{1}{2}$
2 $\frac{1}{2}$ francs = 250 centimes . . . =	2	0
5 francs = 500 centimes . . . =	4	0

Gold coins: Léopold d'or, Napoléon, or	}	= 15	10
20-franc piece			
Pièce de dix francs		= 7	11 about.

Nickel coins of 20 centimes = 2d. English; 10 c. = 1d. English; 5 = $\frac{1}{2}$ d. English.

Copper pieces of 2, 5, and 10 centimes.

FOREIGN COINS REDUCED TO BELGIAN CURRENCY.

	fr.	c.	
English Sovereign	25	0	} An English sovereign is at least worth 25 frs., or 6 thalers 20 S. gr. in Prussia.
Crown	6	25	
Shilling	1	25	
Prussian Dollar	3	75	
Frederick d'or	21	00	
Bavarian Florin = 20 pence English =	2	15	
Austrian Florin = 2 shillings English =	2	57	

The Bank of Belgium issues *notes* of the value of 1000, 500, 100, 50, and 20 francs.

§ 20. TRAVELLING—DILIGENCES, HIRED CARRIAGES.

Posting in Belgium may be said to be obsolete, and the Government no longer regulates the system of post-horses. Diligences also are become rare, but where they exist are conducted nearly on the same footing as in Holland (§ 4); they belong to private individuals or companies. They are generally well-managed.

Hired Carriages.—Persons unwilling to resort to the diligence, may have a voiture with 2 horses at the rate of about 25 francs a-day, and 5 francs to the driver; but they must, at the same time, pay 25 francs per diem back fare, making 50 francs per diem for carriage and horses.

§ 21. RAILROADS.

Belgium, owing to the level surface of the country, is peculiarly well suited for railroads, and their ramifications extend through all parts of the kingdom. Mechlin is the point at which the 2 main lines intersect—one traversing Belgium from E. to W., the other from N. to S. Lines to the extent of 500 m. are in the hands of the Government. The rest, about 1200 m., belong to private companies.

The rate of travelling is nearly 20 m. an hour, while express trains attain a speed of 35 m. There are three classes of carriages, fitted up nearly as our own, but the 2nd class is somewhat better. Separate smoking compartments. Express trains carry 2nd- and 3rd-class passengers at a somewhat higher rate for the latter. There are *Ladies' Carriages* to all these classes. The fares, even in the 1st-class carriages, are less than in England, not exceeding 1d. a mile; indeed, travelling in Belgium has been rendered exceedingly cheap by the railways for those who have very little baggage. The fares are reduced in proportion to the length of the journey. Ascertain the fare beforehand, and, after getting your ticket, examine your change.

Baggage.—No luggage (except what the passengers can carry in their hands) is allowed free; everything is weighed and charged for separately, except such small packages as may go under the passenger's seat. If the traveller wants to stop at several towns in succession, it saves much time and expense of portage to send on the baggage to the farthest point to await his arrival. The delay caused by weighing the baggage at every station, which is considerable, owing to there being only one weighing machine, is also avoided. A receipt is given for the baggage, referring to a number affixed to each article, on producing which at the point of destination, the whole is safely delivered to the owner. A small charge of 10 centimes is made for booking the baggage. *Baggage registered* at London or Dover for Brussels or Cologne will not be detained at the frontiers of France or Prussia, but will await the arrival of the owner at Brussels or Cologne before being searched.

As the stations are placed in the suburbs of the different towns, a good deal of time must usually be allowed for going to and from the station. The *Omnibuses* which traverse the streets of the towns to collect passengers set out so long before the time of the starting of the train, tarry so long in the streets, and arrive often so much before the time of starting, that they increase rather than remove the evil. At the same time it must be said that it is necessary to reach the station about a quarter of an hour before the train starts, at least at the stations where there are many passengers, owing to the delay arising from weighing the luggage. The fare is $\frac{1}{2}$ a franc, or 1 franc with luggage.

The *Main Stations* in the larger towns are provided not only with Buffets (Restaurants), but also with dressing-rooms (Cabinets de Toilette), great comfort and convenience for ladies and gentlemen. Most of the minor stations are small and inconvenient, and often without any accommodations. There is frequently no separation in the waiting-rooms between the passengers of different classes; and the traveller, locked in until the moment when his train arrives, must often endure the society of Belgian boors. The moment of departure and arrival is marked by hurry, crushing, and confusion. Sometimes, too, a first-

class passenger who has paid for his ticket is thrust into a second-class carriage, because there is no room for him elsewhere.

Whenever the train arrives at a branch rail a portion of the passengers are transferred to other carriages. Travellers, therefore, should be attentive to the notice given by the *conducteur* at Bruges, Ghent, Mechlin, and Mouscron. At *Mechlin*, where four lines converge, the confusion and delay from the crossing of trains, the changing of carriages, and shifting of baggage, is very great. Travellers must take care, first that they are not run over, and next that they are not carried off by the wrong train in a direction opposite to that in which they intended to go.

The best Time-Tables are the 'Guide Officiel sur tous les Chemins-de-fer de Belgique,' with map (sold at the stations), price 30 c. (3d.). It gives also a list of Belgian *diligences*. Try also Bodard's 'Indicateur,' published monthly, 25 centimes.

§ 21A. POSTAL AND ELECTRIC TELEGRAPH SERVICE.

Postage, within the country, 10 c. (1d.); to England, France, Switzerland, &c., 25 c. (2½d.); post-cards for foreign countries, 10 c. (1d.)

Telegrams, 20 words, to any station in the country, 50 c. (5d.). The lines are connected with England by the Submarine Telegraph Company.

§ 22. VIGILANTES, GUIDES, TOUTERS.

In all the Belgian towns, and at the Railway stations, a species of *Cab*, called *Vigilantes*, may be hired, which for 1 franc, or, between 11 at night and 7 o'clock in the morning, for 1½ fr. (plus a small *pourboire*), will convey the traveller and his baggage to any part of the town, and release him from the pestilent myrmidons and commissionnaires of the inns. The tariff of charges is throughout Belgium, 1 franc *the course*; or by time, 1½ franc the first *hour*, 1 franc all after. Two or more persons had better take a vigilante rather than the omnibus—money as well as time is saved.

There are many places which may be seen in 1 or 2 hrs., where the traveller may halt between two trains, leave his luggage at the station, and explore the town in great comfort in a vigilante.

English travellers are warned against the pestilent class of street guides or touters who bore you with offers of services in the cities of Belgium, especially Bruges. They are impudent always, generally incompetent, and, instead of being more moderate, are more exacting than the regular *Valets de Place* of the hotels.

§ 23. BELGIAN INNS.

Prices have risen of late years, but the average charges are—in the *first-class hotels*—for a bed, 2 to 5 francs. Dinner, table-d'hôte, 4 to 5 francs, without wine. Dinner à-part, 5 to 6 francs. Supper, table-d'hôte, 2 franc 50 cents to 4 francs. A bottle of Bordeaux (ordinaire wine), 3 francs. Breakfast, with eggs and meat, 2 francs; tea or coffee and bread-and-butter, 1 franc to 1½ franc; servants, 50 centimes to 1 franc per diem.

§ 24. GENERAL VIEW OF BELGIUM.

The N. and E. provinces of Belgium resemble parts of Holland (§ 8), and in their flatness, their fertility, and the number of their canals (§ 10) and dykes (§ 9), can be geographically regarded only as a continuation of Holland.

This Teutonic portion of Belgium teems with population, so that in traversing it it has the appearance of one vast continuous village. The S. provinces, on the

contrary, including the Ardennes, consist mainly of a rugged district of hills covered with heath, or dense forests, which still harbour the wolf and the boar, intersected by rapid streams, and abounding in really picturesque scenery, the effect of which is increased by the frequent occurrence of old feudal castles. It is but a thinly peopled district; and its inhabitants, called Walloons, are a rough and hardy Celtic race.

The N. provinces are further distinguished from the S. by their language. A line drawn nearly E. from Gravelines to the Lys, and down that river to Menin, and from Menin nearly due E., passing a little to the S. of Brussels and Louvain to the Meuse, between Maestricht and Liège, marks the boundary of the French and Flemish languages. The people living on the N. of this line speak Flemish, those on the S. French. Another, though more undulating line, drawn from Menin, passing between Valenciennes and Mons, to the frontier near Chimay, would mark the boundary of the two French dialects spoken in Belgium; the people on the W. of this line speaking the Picard dialect, those on the E. of it the Walloon.

The population of Belgium exceeds 5,600,000; of which about $\frac{2}{3}$ speak French (the Picard and Walloon dialects), the other $\frac{1}{3}$ Flemish. In the provinces taken separately, there is generally an uniformity of race and language. In respect to race Brabant does not probably differ much from the other provinces, but in respect to language it is an exception to the rule, about $\frac{1}{2}$ of its inhab. speaking French and $\frac{1}{2}$ Flemish. The French Belgians are, in general, more civilised than their neighbours. Having the immense advantage of the use of a great literary language spoken by all travellers and foreigners, they keep nearly all the shops and hotels, and consequently have a larger intercourse with the world. In Belgium every acre maintains 2 men; wealth, as in France, is pretty equally distributed. The class of employers, with their families, counts nearly a third of the whole inhabitants.

The original kingdom of the Netherlands, constructed by the Congress of Vienna 1815, and afterwards parted into 2 kingdoms by the Belgian Revolution of 1830, was "kept together rather by the pressure of surrounding Europe than by any internal principles of cohesion." The limits of Belgium were defined by Arts. I., II., and IV. of the Treaty of London, 1831; and by Art. VII. it was made an independent and perpetually neutral state under the guarantee of the five Great Powers. The Belgians differ from the Dutch in two essential points, which are quite sufficient to make them incapable of any permanent union: they are French in inclination and Roman Catholics in religion. Their history exhibits none of those striking traits of heroic patriotism which have distinguished the Dutch annals; there is nothing marked in their characters; and though free from that dull plodding patience and cold calculation of gain which belong to their phlegmatic neighbours, they are equally devoid of the high-minded courage and ceaseless perseverance which have distinguished them. Though lovers of liberty, the Belgians have been dependent on a succession of foreign masters, Burgundian, Spanish, Austrian, or French. The mania of the Crusades having possessed with especial fervour the nobles of Flanders, they were incited to make every species of sacrifice in furtherance of their favourite purpose. Lands, political powers, and privileges were parted with, on the spur of the moment, to furnish means for their expedition. Their wealthy vassals, the burghers of Bruges, Ghent, and other great towns, were thus enabled, by their riches, to purchase their independence. They forthwith formed themselves into communes or corporations, and began to exercise the right of deliberating on their own affairs; elected bailiffs (*scepenen*, Fr. *échevins*); obtained a jurisdiction of their own, and with it a great seal; and evinced their sense of these advantages by building a huge belfry, or a vast town-hall, as a trophy or temple of their liberties. But though the Flemish burghers gained their freedom from their feudal lords much sooner than most other nations, they threw away the boon by their petty

jealousies and quarrels among one another. To use the words of a distinguished British historian, "Liberty never wore a more unamiable countenance than among these burghers, who abused the strength she gave them by cruelty and insolence."—*Hallam*. They have suffered from their faults; their government has been subject to perpetual changes, and their country has been the scene of war for centuries—the *Cockpit of Europe*.

He that would travel with the full pleasure of historical associations should be well read in *Froissart* and 'Philip de Comines' ere he visits Belgium; and when he repairs to Ghent, let him not fail to carry *Sir Henry Taylor's* 'Philip van Artevelde' in his hand.

Motley's *Histories* of 'The Rise of the Dutch Republic,' and of 'The United Netherlands,' 1861-67, apply as much to Belgium as to Holland.

The *Arms* of the Belgian kingdom are the ancient arms of Brabant, viz., a golden lion rampant on a sable field, with the modern motto "L'Union fait la Force." The national colours are red, yellow, and black.

§ 25. BELGIAN CITIES, AND THEIR ARCHITECTURE.

Belgium contains a multitude of interesting examples of architectural skill eminently worthy of careful study, and sufficient to illustrate fully the rise and progress of Gothic architecture, and the re-birth of Italian art.

"It is in the streets of Antwerp and Brussels that the eye still rests upon the forms of architecture which appear in the pictures of the Flemish school—those fronts, richly decorated with various ornaments, and terminating in roofs, the slope of which is concealed from the eye by windows and gables still more highly ornamented; the whole comprising a general effect, which, from its grandeur and intricacy, at once amuses and delights the spectator. In fact this rich intermixture of towers and battlements, and projecting windows highly sculptured, joined to the height of the houses, and the variety of ornament upon their fronts, produces an effect as superior to those of the tame uniformity of a modern street, as the casque of the warrior exhibits over the slouched broad-brimmed beaver of a Quaker."—*Sir Walter Scott*.

In England, Gothic architecture is chiefly confined to churches; in the Netherlands it is shown to be equally suited to civil edifices, and even for dwelling-houses. The Town Halls (*Hôtels de Ville*, *Halles*, &c.) at Ypres, Bruges, Ghent, Oudenarde, Brussels, and Louvain, are especially worthy of attention: they are most perfect examples of Gothic; and it may truly be asserted that nowhere else in Europe are any civic edifices found to approach in grandeur and elegance those of Belgium. Amongst the privileges granted to the towns when they first acquired communal rights none seem to have been deemed greater, or were more speedily acted upon, than the right of building a belfry to call together the citizens, and a hall as a general meeting-place.

"The domestic architecture of Belgium offers an infinite variety, and numerous hints for present application. Within a very small circle, in some cases even in a single city, examples may be found of the different styles of building which have prevailed at intervals, say of 50 years, from the 11th or 12th cent. to the present time. At Tournai, a most interesting old town, there are several exceedingly ancient houses; Ghent and Mechlin display similar ancient houses.

The opulent burghers of these cities, once the most flourishing in Europe from their commerce and manufactures, were little inferior to princes in riches; and the municipal structures which they founded may compete with the ecclesiastical in point of taste, elegance, and magnificence; they are in fact civic palaces, destined either for the residence of the chief magistrate, for the meeting

of guilds and corporations of merchants and trades, or for assemblies of the municipal government, and sometimes of courts of justice.

Of Belgian Churches, the following are best worthy of notice from an architectural point of view :—

Romanesque—Crypt of the Chapel of the Holy Blood, Bruges; nave and transepts of the Cathedral of Tournai; apse of Notre-Dame de la Chapelle, Brussels; St. Gertrude's, Nivelles; St. Vincent's, Soignies; St. Bartholomew's W. front of St. James, and W. apse of St. Cross, Liège; St. Servatius, and Notre-Dame, Maestricht.

Early Pointed—St. Martin's, Ypres; Notre-Dame, Bruges; choir and transepts of St. Gudule, Brussels; cathedral of St. Paul, Liège; St. Leonard's, Léau; Notre-Dame, Tongres; Notre-Dame, Dinant.

Middle Pointed—Choir of the Cathedral of Tournai; Cathedral of Notre-Dame, Antwerp; Cathedral of St. Rumbold, Mechlin; nave of St. Gudule, Brussels; parish church of Aerschot; Notre-Dame, Hal; Notre-Dame, Huy.

Late Pointed—Cathedral of St. Bavon, Ghent; St. Martin's, Alost; St. James, Antwerp; St. Gummar, Lierre; St. James and St. Martin's, Liège; St. Peter's, Louvain; Abbey Church of St. Hubert; St. Waltrude's, Mons.

The churches are usually open till noon; but as the side chapels, the choir, and the finest pictures are locked up, it is necessary, even at the open hour, to resort to the Suisse, or beadle, to see them.

The most remarkable Monastic and Feudal Edifices and Ruins are the Castles of Bouillon, Mircourt, Vianden, Antoing, and Grimberg; and the Abbeys of Villers, of Orval, and Echternach.

The characteristics of the cities of Belgium are given in the following Latin verses :—

“Nobilibus* Bruxella viris, Antverpiat† nummis,
Gandavum‡ laqueis, formosis Burga§ puellis,
Lovanium¶ doctis, gaudet Mecklinia‡ stultis.”

§ 26. CHIMES (CARILLONS) AND CLOCKS.

Chimes, or carillons, were invented in the Low Countries; they have certainly been brought to the greatest perfection there, and are still heard in every town. They are of two kinds: the one attached to a cylinder like the barrel of an organ (au tambour), which always repeats the same tunes, and is moved by machinery; the other of a superior kind, played by a musician, with a set of keys (au clavecin). In all the great towns there are amateurs or a salaried professor, usually the organist of a church, who perform with great skill upon this gigantic instrument, placed high up in the church steeple. So fond are the Dutch and Belgians of this kind of music that in some places the chimes appear scarcely to be at rest for ten minutes, either by day or night. The tunes are usually changed every year. Chimes were in existence at Bruges in 1300—thus the claim of the town of Alost to the invention, A.D. 1487, is disposed of. The most eminent carillonneur was Matthias van der Gheyn, who died 1785, one of a family eminent in that line. The finest chimes are at Antwerp, composed of 65 bells; Mechlin, of 44 bells; Bruges, of 40 bells and 1 bourdon; Tournay, 40; Ghent, 39; Louvain (St. Gertrude), 40. The public clocks in Belgium strike the hour half an hour beforehand: thus, at half past 11 the clock strikes 12.

* Brussels was the seat of the Court, and therefore the residence of the nobility.

† Antwerp was, perhaps, at one time the wealthiest city in Europe.

‡ The magistrates of Ghent were compelled to wear a halter round their necks by Charles V.

§ Bruges still retains its reputation for pretty girls.

¶ The University of Louvain, in former days, rendered it the resort of the learned.

¶¶ The wise men of Mechlin thought their cathedral tower was on fire and pumped upon it, whereas it was only the moon shining through its tracery.

§ 27. WORKS OF ART IN THE LOW COUNTRIES.*—THE SCHOOLS OF VAN EYCK AND RUBENS.

It is not in architecture alone that the artists of Belgium have attained an eminent degree of perfection. The art of sculpture, in stone, wood, and ivory, was carried on here in perfection from the middle ages, as is shown by triptychs and other relics preserved in sacristies of churches and museums down to Nicholas Faidherbe (17th cent.), Duquesnoi, Quellin, &c.; but, above all, this country has had the rare distinction, at two distinct periods, of producing two different Schools of Painting; the founders of which, in both instances, equalled and even surpassed their contemporaries throughout the whole of Europe in the excellence of their works.

The founders of the two schools of painting were Van Eyck and Rubens.

The numerous works produced by them and their scholars, still existing in Belgium, and nowhere else to be found in equal perfection, form another great attraction of a journey through this country, and will be highly appreciated by every traveller of taste.

The brothers HUBERT and JOHN VAN EYCK, the founders of the early school, are believed to have flourished between 1370 and 1445.

The painters were enrolled at Bruges as early as 1358 into a guild, which enjoyed the same privileges as any other corporation, and attained the highest reputation under Duke Philip the Good, whose court at Bruges was resorted to by men of learning and science, as well as artists of the first eminence in Europe, in whose society he took great delight. It was in consequence of this patronage that the brothers Hubert and John van Eyck (the latter sometimes called John of Bruges) settled there, and have left behind them so many proofs of their skill as painters, some of which still remain at Bruges, while their masterpiece, a subject from the Apocalypse, remains the chief ornament of St. Bavon at Ghent. In the days of the Van Eycks the corporation consisted of more than 300 painters, who were enrolled on the books, and formed the most celebrated school of art of the time.

Van Eyck, though not, as is sometimes stated, the original inventor of oil painting, may, at any rate, be justly termed the *father of the art*, as he introduced some improvement, either in the material or the mode of mixing and applying the colours, which produced a new effect, and was immediately brought into general use. Although oil painting had been previously practised in Italy, Giotto having mixed oil with his colours nearly 200 years before the time of Van Eyck, we find that an Italian artist, Antonello of Messina, made a journey to Flanders on purpose to learn this new method; and it is also recorded that Andrea del Castegna, to whom he imparted it, murdered a brother artist through whom the secret had been conveyed, in order to prevent the knowledge extending farther. The depth and brightness of Van Eyck's colours, which, if they can be equalled, are certainly not to be surpassed in the present day, and their perfect preservation, are truly a source of wonder and admiration, and prove with what rapid strides these artists had arrived at entire perfection in one very important department of painting.

The works of the brothers Van Eyck are rare, and scarcely, for this reason, perhaps, appreciated as they deserve in England. With them must be associated HANS MEMLING, of the same school, whose masterpieces exist at Bruges in the

* A more detailed account of the works of art existing in Belgium, will be found in the portable little volume by Lord Ronald Gower, called 'A Pocket Guide to the Public and Private Galleries of Holland and Belgium, 1875.'

hospital of St. John and in the Academy: no traveller should omit to see them. If he have any love for art, or any pretension to taste, he will not fail to admire the exquisite delicacy and feeling which they display, their brilliancy of colouring, and purity of tone.

School of Rubens.—The ruling spirits of the second epoch of Flemish art were RUBENS and his distinguished pupil VAN DYCK. And here we shall again avail ourselves of the excellent observations of Sir Joshua Reynolds, being fully convinced of how great value they will prove to the young traveller. They will induce him not to rest satisfied with the name of a painter and the subject of a picture; they will point out to him the beauties, the reason *why* such works are esteemed, and induce him to examine for himself, thus enabling him to form his taste, and to carry with him a perception of excellence by which he may exercise a critical judgment of painting in general.

Character of Rubens.—"The works of men of genius alone, where great faults are united with great beauties, afford proper matter for criticism. Genius is always eccentric, bold, and daring; which, at the same time that it commands attention, is sure to provoke criticism. It is the regular, cold, and timid composer who escapes censure and deserves no praise.

"The elevated situation on which Rubens stands in the esteem of the world is alone a sufficient reason for some examination of his pretensions. His fame is extended over a great part of the Continent without a rival; and it may be justly said that he has enriched his country, not in a figurative sense alone, by the great examples of art which he left, but by what some would think a more solid advantage,—the wealth arising from the concourse of strangers whom his works continually invite to Antwerp. To extend his glory still farther, he gives to Paris one of its most striking features, the *Luxembourg* Gallery; and if to these we add the many towns, churches, and private cabinets where a single picture of Rubens confers eminence, we cannot hesitate to place him in the first rank of illustrious painters. Though I still entertain the same general opinion both with regard to his excellences and defects, yet, having now seen his greatest compositions, where he has more means of displaying those parts of his art in which he particularly excelled, my estimation of his genius is, of course, raised. It is only in large compositions that his powers seem to have room to expand themselves. They really increase in proportion to the size of the canvas on which they are to be displayed. His superiority is not seen in easel pictures, nor even in detached parts of his greater works, which are seldom eminently beautiful. It does not lie in an attitude, or in any peculiar expression, but in the general effect,—in the genius which pervades and illuminates the whole.

"The works of Rubens have that peculiar property always attendant on genius,—to attract attention and enforce admiration in spite of all their faults. It is owing to this fascinating power that the performances of those painters with which he is surrounded, though they have, perhaps, fewer defects, yet appear spiritless, tame, and insipid; such as the altar-pieces of Crayer, Schutz, Segers, Huysum, Tyssens, Van Balen, and the rest. They are done by men whose hands, and indeed all their faculties, appear to have been cramped and confined; and it is evident that everything they did was the effect of great labour and pains. The productions of Rubens, on the contrary, seem to flow with a freedom and prodigality, as if they cost him nothing; and to the general animation of the composition there is always a correspondent spirit in the execution of the work. The striking brilliancy of his colours, and their lively opposition to each other; the flowing liberty and freedom of his outline; the animated pencil with which every object is touched,—all contribute to awaken and keep alive the attention of the spectator; awaken in him, in some measure, correspondent sensations, and make him feel a degree of that enthusiasm with which the painter was

carried away. To this we may add the complete uniformity in all the parts of the work, so that the whole seems to be conducted and grown out of one mind : everything is of a piece and fits its place. Even his taste of drawing and of form appears to correspond better with his colouring and composition than if he had adopted any other manner, though that manner, simply considered, might have been better. It is here, as in personal attractions, there is frequently found a certain agreement and correspondence in the whole together, which is often more captivating than mere regular beauty.

“Rubens appears to have had that confidence in himself which it is necessary for every artist to assume when he has finished his studies, and may venture in some measure to throw aside the fetters of authority ; to consider the rules as subject to his control, and not himself subject to the rules ; to risk and to dare extraordinary attempts without a guide, abandoning himself to his own sensations, and depending upon them. To this confidence must be imputed that originality of manner by which he may be truly said to have extended the limits of the art. After Rubens had made up his manner, he never looked out of himself for assistance : there is, consequently, very little in his works that appears to be taken from other masters. If he has borrowed anything, he has had the address to change and adapt it so well to the rest of his work that the thief is not discoverable.

“Besides the excellency of Rubens in these general powers, he possessed the true art of imitating. He saw the objects of nature with a painter's eye ; he saw at once the predominant feature by which every object is known and distinguished ; and as soon as seen, it was executed with a facility that is astonishing : and, let me add, this facility is to a painter, when he closely examines a picture, a source of great pleasure. How far this excellence may be perceived or felt by those who are not painters I know not : to them certainly it is not enough that objects be truly represented ; they must likewise be represented with grace, which means here that the work is done with facility and without effort. Rubens was, perhaps, the greatest master in the mechanical part of the art, the best workman with his tools, that ever exercised a pencil.

“This power, which Rubens possessed in the highest degree, enabled him to represent whatever he undertook better than any other painter. His animals, particularly lions and horses, are so admirable, that it may be said they were never properly represented but by him. His portraits rank with the best works of the painters who have made that branch of the art the sole business of their lives ; and of these he has left a great variety of specimens. The same may be said of his landscapes ; and though Claude Lorraine finished more minutely, as becomes a professor in any particular branch, yet there is such an airiness and facility in the landscapes of Rubens, that a painter would as soon wish to be the author of them as those of Claude, or any other artist whatever.

“The pictures of Rubens have this effect on the spectator, that he feels himself in nowise disposed to pick out and dwell on his defects. The criticisms which are made on him are, indeed, often unreasonable. His style ought no more to be blamed for not having the sublimity of Michael Angelo, than Ovid should be censured because he is not like Virgil.

“However, it must be acknowledged that he wanted many excellences which would have perfectly united with his style. Among those we may reckon beauty in his female characters ; sometimes, indeed, they make approaches to it ; they are healthy and comely women, but seldom, if ever, possess any degree of elegance : the same may be said of his young men and children. His old men have that sort of dignity which a bushy beard will confer ; but he never pos-

sessed a poetical conception of character. In his representations of the highest characters in the Christian or the fabulous world, instead of something above humanity, which might fill the idea which is conceived of such beings, the spectator finds little more than mere mortals, such as he meets with every day.

"The incorrectness of Rubens, in regard to his outline, oftener proceeds from haste and carelessness than from inability: there are in his great works, to which he seems to have paid more particular attention, naked figures as eminent for their drawing as for their colouring. He appears to have entertained a great abhorrence of the meagre, dry manner of his predecessors, the old German and Flemish painters; to avoid which, he kept his outline large and flowing: this carried to an extreme, produced that heaviness which is so frequently found in his figures. Another defect of this great painter is his inattention to the foldings of his drapery, especially that of his women; it is scarcely ever cast with any choice of skill. Carlo Maratti and Rubens are, in this respect, in opposite extremes: one discovers too much art in the disposition of drapery, and the other too little. Rubens's drapery, besides, is not properly historical; the quality of the stuff of which it is composed is too accurately distinguished, resembling the manner of Paul Veronese. This drapery is less offensive in Rubens than it would be in many other painters, as it partly contributes to that richness which is the peculiar character of his style, which we do not pretend to set forth as of the most simple and sublime kind.

"The difference of the manner of Rubens from that of any other painter before him is in nothing more distinguishable than in his colouring, which is totally different from that of Titian, Correggio, or any of the great colourists. The effect of his pictures may be not improperly compared to clusters of flowers; all his colours appear as clear and as beautiful; at the same time he has avoided that tawdry effect which one would expect such gay colours to produce; in this respect resembling Barocci more than any other painter. What was said of an ancient painter may be applied to those two artists,—that their figures look as if they fed upon roses.

"To conclude,—I will venture to repeat, in favour of Rubens, what I have before said in regard to the Dutch school (§ 14),—that those who cannot see the extraordinary merit of this great painter, either have a narrow conception of the variety of art, or are led away by the affectation of approving nothing but what comes from the Italian school."—*Sir Joshua Reynolds*.

Belgium possesses at the present day a *School of Modern Painters*, whose works have high claims to attention, and may be seen at the yearly exhibitions of Ghent, Antwerp, Brussels, as well as in the palaces, museums, and churches at the principal towns. The historical pictures of Wappers, de Keyser, de Bieffe, Leys, Navez, Wiertz, Gallait, Brakelaer, the animals of Verboekhoven, the woody landscapes of Hellemans, Meganck, and the genre pictures of Madou are worthy of being placed by the side of the best productions of any modern school.

§ 28. TOURS IN BELGIUM.—THE WATERLOO CAMPAIGN.—THE MEUSE.—
THE ARDENNES.

Students of military history, and officers of the army, will be interested in visiting the battle-fields of Belgium, and may now, by means of the rly., conveniently do so in connection with the more recent battle-fields of Sedan, around Metz, &c. For which see *Handbook of France*. For them we sketch the following

Tour of the Waterloo Campaign.

Days.

1. Charleroi—walk or drive.
Marchiennes Stat.
Dampremy.
2. By Gilly and Lambusart to
Fleurus Stat. Ligny Stat.

Days.

3. By Point du Jour and
Sombreffe to Quatre-Bras.
Gemioncourt.
Genappe.
Mont St. Jean.
4. Waterloo.

Belgium is not distinguished for its cities alone; it possesses most picturesque scenery, especially in the valleys of the Meuse and its tributaries. That river, between Dienenhofen and Liège, makes a wide sweeping semicircle, and receives from the country on its rt. bank its tributaries the Semois, Lesse, Hoyoux, Ourthe, and Amblève. Each of these rivers is remarkable for its winding course and pleasing scenery, and all more or less deserve to be explored, the banks of the Meuse itself being the most interesting, and the H. de la Poste at Dinant, H. d'Harscamp, at Namur, and Aigle Noir, at Huy, will serve as excellent headquarters for exploring it.

The centre of this district, from which most of these rivers take their rise, is the ARDENNES; a wild country of healthy heathy highlands; but intersected by valleys of great beauty. It deserves the notice of English travellers far more than it has hitherto received. Without the sublimity of Switzerland, it has great picturesqueness, and, for those who are limited for time, it presents a fine field for pedestrian or carriage excursions, within 24 hours' reach of England. The mineral springs at Spa attract large numbers of visitors, and the place for beauty and gaiety rivals the best German watering-places. To the antiquary and artist, the Ardennes offer inexhaustible sources of study, in its remains of all ages, castles, churches, and manoirs.

It has of late been made very accessible by the opening of numerous railways up the Meuse Valley along its banks, from Liège to Givet, by the Great Luxemburg Rly., by that from Spa to Luxemburg, and by the Chemin de Fer de l'Ourthe, from Spa to Marloie on the Luxemburg line. On the borders of the Ardennes are the towns of Liège, Spa, Namur, Dinant, and Luxemburg, any one of which forms an excellent starting-point. It is intersected by good roads, the result of constant labour since 1850. Still it is the fit and proper country for the pedestrian, especially if it be an angler, since many of the rivers afford a prospect of good sport. Their course is so winding, and bridges are so scarce, that he must be prepared to wade them from time to time; but by the occasional aid of a guide, to indicate the fine points of view, and the short cuts by which he may diverge from the high road and avoid the loops of the rivers, he may make a very interesting tour of a week to 3 or 4 weeks, according as his leisure may allow. The characteristic features of the Ardennes is wildness; heathy and rocky hills, with dark rapid streams winding round them; vast forests of oak stretching over the plains and crowning the hills, peopled with deer, wild boars, and wolves; villages at long intervals, dirty and poor; cottages thinly scattered among the valleys, and castles frowning from rocky heights, embosomed in woods.

The *Inns*, small, simple, homely, for the most part (with some exceptions, such as the Poste at Dinant, l'Etoile at Rochefort, H. du Nord at La Roche,

H. Mont d'Or at Givet), are mere village hostelrys; yet they are generally clean, and the traveller may live well on the fine mutton reared on the heathery hills, on wild boar and tame pig fed on acorns of the forest. Venison, roe, hare, and other game are common fare. Nowhere is richer milk or more delicious honey. Add to this the charges hitherto are not immoderate.

Angling.—The abundance of rivers in the Ardennes will furnish scope for the angler's skill. Trout and grayling chiefly abound. The Ourthe is reckoned one of the best fishing streams, and La Roche and Rochefort are good stations—so also is Dinant for the Meuse and its tributaries. The chief innkeepers very often rent the fishing and also the shooting. The rivers are closed in April and May.

Plan for a Tour of the Meuse and Ardennes.

A. Valley of the Meuse.

Liège.
Huy.
Namur.
Dinant.
Givet.
Mézières } in France.
Sedan }
Monthermé (Abbey of Val Dieu).
Bouillon.
Florenville.
Abbey of Orval.
Neufchâteau.
Luxemburg.

B. Valley of the Meuse.—Lesse, Ourthe, and Semois.

Namur.
Dinant.
Valley of Upper Meuse.
" of Lesse.
Namur.
Liège.
Ourthe Valley. Melreux Stat.
La Roche.
Marloie Stat.
Jemelle Stat. By omnibus to
Grotte de Han, Rochefort.
Jemelle Stat.
Poix Stat. By omnibus to
St. Hubert.
Poix. Omnibus to
Bouillon.
Libramont Stat. } Rail.
Luxemburg }
Trèves }

C. Valley of the Semois.

Arlon. Rte. 29.
Virton. Rte. 31.
Abbey of Orval—ruins. Rte. 31.
Florenville (H. du Commerce).
Conques (ruined Abbey).
Herbeumont (Cheval Blanc).
Bouillon. Rte. 31.
Alle (*inn*: Chez Hoffman).
Bohan.
Thilay Suspension Bridge.
Monthermé, at junction of Semois
with Meuse—Slate Quarries—
Abbey of Val Dieu.
Mézières and Sedan, in France—
Rly. stat.

D. Valleys of the Amblève and Ourthe.

Spa. Rte. 25A. By road or rail.
Stavelot Stat. (Couronne).
Trois Ponts Stat.; junction of
Salm with Amblève.
Cascade of Coö. Road diverges
from the Amblève to Stou-
mont.
Chesneux.
Quarreux or Correaux (Valley
strewn with rocks). Return to
river.
Remouchamps (H. des Etrangers).
Cave. Rte. 25A.
Path by the Amblève, or boat.
Aywaille. (Post.)
Comblain-au-Pont (Chez Ninane),
Suspension Bridge.
Doufflamme.
Junction of Amblève and Ourthe.
Esneux.
Tilf. (H. de l'Amirauté).
Liège. Rte. 25.

ROUTES THROUGH BELGIUM.

ROUTE 15.

LONDON TO BRUSSELS, BY DOVER,
CALAIS, LILLE, AND TOURNAI.

This Rte. *through France* is given here on account of its involving the shortest *sea-passage*.

Distance, 234 m. Time, 10 hours.
Through fares, 50s.; 37s. 3d.

From London—London, Chatham, and Dover Rly. Co. (Holborn, Ludgate Hill, and Victoria) 7.35 A.M. and 8.30 P.M., reaching Brussels 5.15 P.M. and 6.50 A.M. South-East. Rly. Co. (Charing Cross and Cannon St.) 7.40 A.M. and 8.45 P.M., reaching Brussels 5.15 P.M. and 6.50 A.M. (*via* Ostend. See Rte. 20). Luggage registered through (or from Dover or for Cologne) is opened and examined only at the place to which it is addressed.

Steamers. Fixed mail service, S.-E. Rly. Co. and L. C. and D. Rly. Co., daily from Dover, 9.35 A.M., 10.35 P.M., Calais to Dover, 1.20 P.M., 1.30 A.M.; time, 90 min.; distance, 21 m. Fares: chief cabin, 8s. 6d., fore cabin, 6s. 6d. Also cheap night service during the summer. *Steamers direct* in 10 hrs. from London, Wed. and Sat.; to London, Tues. and Sund.

At high-water the steamer lands its passengers close to the Rly. Train, which is drawn up on Calais Pier. Hence passengers are conveyed by rail to the station skirting the town.

CALAIS. (Old Flemish, Kales.) Tolerable Buffet. 10 minutes d'arrêt. (*Inns*: Station Hotel, fair. H. Dessin (formerly Quillac's), an old-fashioned

French hotel: the original H. Dessin, where Sterne and Sir Walter Scott lodged, in Rue Royale, is converted into Baths, a Museum, and Schools. H. Meurice. Both moderate.)

Calais has 13,000 Inhab.; it is a fortress of the 2nd class, with a large citadel and several forts, situated in a very barren and unpicturesque district, with sandhills raised by the wind and sea on the one side, and morasses on the other. Since 1840 the strength of its works has been greatly increased, especially seaward.

The harbour, approached by 2 parallel wooden piers, one of them nearly $\frac{1}{2}$ m. long, has 5 feet water over the bar at low-water spring-tides, not so deep as that of Boulogne; higher up, a large floating-dock for merchant vessels.

A *Lighthouse* of the first class, nearly 190 ft. high, and visible 20 m. off, is erected near the outer ramparts; and at the foot is the battery used for the trial of ordnance.

Except to an Englishman setting his foot for the first time on the Continent, to whom everything is novel, Calais has little that is remarkable, and all that is of interest may be seen in an hour or two.

It has become a manufacturing town of some importance; the bobbin-net (*tulle*) trade flourishes in rivalry of that of England; numerous *mills* have sprung up; steam-engines are multiplying; and the inner ramparts have been removed, to make room for factories. Gloves and hats are also made here, and the herring-fishery and cod-fishery are extensively carried on from Calais along the E. coast of Scotland and Iceland. Water, which formerly was scarce, as throughout Artois generally, has been brought from the neighbourhood of Guines.

The Pier of Calais is an agreeable

promenade. Upon it is a column raised to commemorate the return of Louis XVIII. to France, which originally bore this inscription:—

“Le 24 Avril, 1814, S. M. Louis XVIII. débarqua vis-à-vis de cette colonne, et fut enfin rendu à l’amour des Français; pour en perpétuer le souvenir la ville de Calais a élevé ce monument.” As an additional means of perpetuating this remembrance, a brazen plate had been let into the pavement upon the precise spot where his foot first touched the soil. It was the left. In 1830, both inscription and foot-mark were removed, and are now in the *Musée* (formerly H. Dessin), Rue Royale, where are also a gallery of indifferent paintings, a valuable collection of coins, some interesting specimens of flint instruments from *Éscalles*, the car and balloon in which Blanchard and Jeffries crossed from Dover to Calais in 1785, &c.

The principal *Gate* leading from the seaside into the town is that introduced by Hogarth into his well-known picture of the “Gate of Calais.” It was built by Cardinal Richelieu, 1635.

No one needs to be reminded of the siege of Calais by Edward III., which lasted 11 months, and of the heroic devotion of Eustace de St. Pierre (whose house is marked by a marble slab and Latin inscription) and his 5 companions. Calais remained in the hands of the English from 1347 to 1558, when it was taken by the Duc de Guise, with an army of 30,000 men, from a forlorn garrison of 500. It was the last relic of the continental dominions of the Plantagenets, which, in the 12th centy. stretched from the Channel to the Pyrenees, and took in 31 modern departments. Calais was dear to the English as the prize of the valour of their forefathers, rather than from any real value of its own; and it is related that Queen Mary I. grieved so much at the loss as to say that on her death Calais would be found written on her heart.

The *Hôtel Guise*, at the end of Rue

de la Prison, originally the guild-hall of the mayor and aldermen of the “Wool Staple,” was established here by Edward III., 1363. It derives its present name from the Duc de Guise, to whom it was given by Henri II. after his expulsion of the English. It has some vestiges of our Tudor architecture. Henry VIII. used to lodge in it.

Issuing out of the Rly. Stat., and turning rt., through the Town Gate, we reach the Market Place in which stands the picturesque *Hôtel de Ville* (Town Hall). In front of it are busts of Eustace de St. Pierre; of Francis, 2nd Duc de Guise; and of Cardinal de Richelieu, who built the citadel on the W. of the town: above it rises a belfry, containing the chimes. The high tower behind the *Hôtel de Ville*, called *La Tour du Guet*, dates from 1214; it was used as a lighthouse until 1848, and now as a watch tower for fires.

The principal *Church* (*Notre Dame*) was erected at the time when the English were masters of Calais. It is an English Gothic edifice of the 14th cent.: it is surmounted by a grey brick tower and short steeple. A modern circular chapel has been thrown out behind the choir. The fine marble high altar is the work of Adam Lottman, the picture of the “Assumption” is by Gerard Seghers.

The old town is built in the form of an oblong square, surrounded by old walls, having a gate towards the sea, and one on the land side. To the latter a large modern suburb has been attached, filled with busy factories, lace-mills (for bobbin-net=*tulle*), and steam-engines.

The walls and the pier command a distinct view of the white cliffs of England. More than 2000 English are said to find employment in the factories here. Many of our countrymen besides reside merely for the purpose of economising; so that the place is half Anglicised, and our language is much spoken. The number amounted at one time to 4800 English residents in and around the town. There is an *English chapel*, Rue des Prêtres; service on

Sundays, 11 A.M. and 3 P.M.: also in the *English Ch.* of St. Pierre-lès-Calais, 11½ A.M. and 6½ P.M.

There is a small *theatre*; also a public library in the Hôtel de Ville. There is a bathing establishment and bathing-machines on the shore.

Railways to Arras and Paris—to Boulogne, Amiens, and Paris, the shortest and quickest way, Mail Express.—See *Handbook for France*.

CALAIS TO BRUSSELS BY TOURNAI.

	Kil.	Miles.
Hazebrouck	62	38½
Lille	106	66
Tournai	130	81
Brussels	214	134

6 trains daily, in 5 to 7 hrs.

On leaving the Terminus on the Quai the line to Paris skirts the N.W. angle of the Citadel.

2 m. *St. Pierre-lès-Calais* Stat., the manufacturing suburb of Calais (17,294 Inhab.), more populous than the town itself, and the great seat of the machine-made *lace manufacture*, established by English capital since 1819. Many weavers from Nottingham are settled here, for whose use a neat *Gothic Ch.* was built 1862. It also contains several large timber yards and metal foundries.

rt. Rly. to Boulogne diverges. (See *Handbook for France*.)

The rly. runs by the side of the river Aa: it crosses the Canal d'Ardres, near the Pont Sans-Pareil.

The country about Calais and St.-Omer is like Holland, low and intersected by ditches, and traversed by rows of pollard willows and osiers, useful for making baskets. It is drained by the canal de St. Omer, which falls into the sea at Calais: the tides are kept out by embankments. The peasants, men as well as women, are frequently seen mounted on high patens to avoid the mud. By means of the ditches or little canals running along the sides of the fields, farm pro-

duce is conveyed in narrow boats, so that carts and horses are scarcely used.

7 m. *Ardres* Stat., a dismantled fortress, 1850. 2189 Inhab. The town 3 m. from the stat.

The plain between this place and Guisnes, a little to the W. of the road, is the *Field of the Cloth of Gold*, the scene of the meeting between Henry VIII. and Francis I., 1520, with their suites of 5696 persons and 4325 horses, so called from the cloth of gold with which the tents and pavilions of the monarchs were covered. The Field is 4 m. from Guisnes, near the village of Balinghem, 2 m. from Ardres.

12 m. *Watten* Stat.

5½ m. *St.-Omer* Stat., outside the old bastions. (*Inns*: H. d'Angleterre; H. de France; Grand H. Ste. Catherine.)

This is a third-rate fortress, whose means of defence lie less in its actual fortifications than in the marshes which surround it, and the facility afforded by the river Aa, on which it stands, of flooding the land round about, so as to leave only ¼ of its circuit unprotected by the waters. Although it contains a population of 22,000 souls, it is a dull place. There are, however, two ecclesiastical edifices worthy of notice.

The *Cathedral of Notre Dame*, at the upper end of the Rue St. Bertin, is a fine building, showing the transition from the round to the pointed style. The arrangement of the chapels round the apse is very good. Transepts very large. *Obs.* the S. transept doorway, and the incised slabs removed from the floor and placed against the walls of a S. side-chapel; also the Tomb of St. Omer (Audemar) by *Girardon*.

rt. Close to the Stat., at the opposite extremity of the same street, stand the scanty remains of the famous Benedictine *Abbey Ch. of St. Bertin*, at one time the noblest Gothic monument of French Flanders—in its present state a disgrace to the town, and a reproach to the Government; for be it known that its destruction was perpetrated after 1830! At the outbreak of the great Revolution the monastery was suppressed: the Convention spared the Church; and though, under the Directory, it was sold

for the materials, unroofed, and stripped of its woodwork and metal, yet its walls remained comparatively uninjured, until the magistrates barbarously pulled it down to afford employment to some labourers out of work, and to build the new Hôtel de Ville. The fragment remaining consists of a stately tower, built in the 15th cent. (1431-1520), displaying ornaments of the florid Gothic in the mutilated panelling on its walls, and bits of tracery in its windows; a small portion of the nave remains attached to it. The tower threatening to fall has been propped up by an ugly, ill-contrived buttress of masonry. The town is well seen from its top, but there is nothing else of interest in the view. Within the walls of the Abbey of St. Bertin the feeble Childeric III., the last Merovingian Frankish king, ended his days in 755; here also, Becket sought refuge when a fugitive from England.

The other objects of interest at St. Omer are the churches of St. Sepulchre (14th cent.) and of St. Denis; the modern Hôtel de Ville; the Artillery Arsenal, one of the most remarkable in the N. of France; the *Museum* in the *Hôtel du Balliage*, on the Grande Place; the Lycée containing the *Public Library*.

A *Seminary* for the education of English and Irish Roman Catholics exists here: it has replaced the *Jesuits' College* founded by Father Parsons for the education of Englishmen. Daniel O'Connell was brought up here for the priesthood; and several of the conspirators engaged in the Gunpowder Plot were pupils of the same school. There are not more than 15 or 20 students at present. A large military hospital occupies the site of the convent in which Dr. Alban Butler, author of '*Lives of the Saints*,' was buried (1773). Several English reside here. *English Chapel*, Rue du Bon Pasteur, Sunday, 11 and 3.

Canals to Calais and to Aire.

13 m. *Hazebrouck* Junct. Stat. (*Buffet*) (*Inns*: H. des Trois Chevaux; H. St. George) is the point of junction of the lines from Calais to Paris by Arras—

to Lille and Brussels—to Dunkerque by Cassel.

This is a flourishing town, quite Flemish in character, with 9017 Inhab., whose *Church*, dedicated to St. Nicholas, is surmounted by a beautiful openwork spire 290 ft. high, built 1493-1520.

The line to Lille turns E. passing

12 m. *Armentières* Stat., a town of 12,000 Inhab., for the most part weavers, on the Lys.

Then passing *Perenchies* Stat. the rly. skirts the fortifications of Lille, and joins the Belgian line near the *Porte de Fives*. Some trains stop here, others traverse the ramparts to

16 m. LILLE Junct. Stat. (*Buffet*); omnibus from rly. (*Inns*: H. de l'Europe, Rue Basse; H. de France; H. du Midi, near the stat.; H. de Gand—none very good; H. du Buffet, at the stat., convenient for starting early.)

Lille (Flem. *Rijsel*), chief town of the Dépt. du Nord, and former capital of French Flanders, with a Pop. exceeding 170,000, is important both as a fortress of the first order, forming the central point of the defence of France on her N. frontier, and as a populous and industrious manufacturing town, ranking fifth among the cities of France. It was captured from the Spaniards by Louis XIV. in 1667, and at different periods and under different masters has stood 7 distinct sieges; perhaps the most remarkable being that by the allied armies of Marlborough and Eugene, in 1708, of three months' duration, during which the war was not merely waged above ground, but the most bloody combats were fought below the surface between the miners of the opposite armies, each endeavouring to countermine the enemy's galleries.

Boufflers, however, the French commander of the town, after a masterly defence, was compelled to capitulate, but upon most honourable terms. It

was finally restored to France by the treaty of Utrecht, 1715.

No city has undergone of late years greater improvements than Lille. To include its faubourgs the Fortifications on the S. side have been pulled down, and handsome streets and Boulevards erected on their sites, whilst a new system of fortified lines 4 m. in circuit has been constructed; but there are few public buildings proportioned to the size and wealth of the city; its monuments have been levelled by shot and shell, and its objects of interest for the passing traveller, unless he be a military man, are few, and, with the occasional aid of an omnibus or fiacre, may be seen in about 3 hours in the following order.

From the Rly. Stat. (the stone façade of which was formerly the front of the Gare du Nord at Paris, but was removed hither in 1863), by the Rue de la Gare past the *Theatre* to the **Bourse* (M.H.), a richly ornamented building of brick and stone in the Spanish style, erected 1652 (in the court is a bronze statue of Napoleon I., made out of cannon taken at Austerlitz).

The Bourse has one front to the *Grande Place*, in the centre of which rises a granite column surmounted by an allegorical figure, in memory of the citizens who fell during the 9 days' bombardment of the town in 1792 by the Austrians under the Duke of Saxe-Coburg, who was compelled to raise the siege.

Leaving the Grande Place at the S. corner, a short street leads to the *H. de Ville* or *Mairie*, mostly rebuilt in 1846, but retaining portions of 15th cent. At the N.W. angle still stand the brick Gothic chapel and towers, which were parts of an ancient palace of the Dukes of Burgundy, built by Jean-sans-Peur, and inhabited by the Emp. Charles V. In it is the Council chamber (*Salle du Conclave*), the walls of which are decorated with paintings by *Arnold de Vuez*, 1726. The second floor is appropriated to a

Museum and School of Art (open daily, 9 to 4). From the door on l. at top of the staircase a gallery of pictures, chiefly of little merit, extends through 6 rooms, among which a

Death of the Magdalen and the Virgin and St. Francis, both from churches at Ghent, by *Rubens*; a Crucifixion by *Van Dyck*; two Portraits by *Van der Helst*; several works by a local artist, *Arn. de Vuez* (1642–1724); and the *Medea* by *Eugène Delacroix*, alone deserve mention.

This museum, however, possesses a treasure of art scarcely surpassed in Europe in the collection of **Drawings by Old Masters*, bequeathed to the town by a citizen artist, *M. Wicar*, ob. 1834. It includes 68 by *Raphael*—some of great beauty; 197 by *Michael Angelo*, chiefly architectural—of great interest; 15 by *Francia*; 8 by *Titian* (Sketches for his *Peter Martyr*); 3 by *L. da Vinci*, &c. &c. They are preserved in separate apartments, which will be opened on application, and will repay hours of study. In addition to the drawings is preserved a female bust in wax, of the most delicate and refined features, worthy of a Madonna, and not without grounds attributed to *Raphael* himself. It is the gem of this truly valuable collection.

The *Musée Moillet* is an interesting ethnographical collection, also the gift of a citizen. The Public Library contains upwards of 40,000 vols. and 500 MSS.

Returning across the Grande Place, passing the end of the *Rue Esquermoise*, in which are very handsome shops, and proceeding N. near the Place St. Martin, is the

Church of Notre Dame de la Treille, a very pretentious Gothic building begun 1855 by a Lillois architect, but permanently roofed in before it is half completed. It stands on the site of the Château du Buc, the germ of the town of Lille.

Just N. of this, on the Quai of the Canal de la Basse Deule, is the large *Palais de Justice* built of stone in 1837, and with brick wings used as prisons. Proceeding down the *Rue Royale*, a street nearly a mile long, containing huge storehouses for corn, and turning l. past the Church of St. André, a short street leads to the *Esplanade*, a handsome wide promenade, or public walk, planted with trees, and having at its

N. extremity the *Statue of Gen. Négrier*, slain in the socialist revolt of June 1848, at Paris, in putting down the insurgents.

Passing S. down the Esplanade, a road to the rt. leads to the *Citadel*, which passed for a masterpiece of the skill of Vauban, who was governor of Lille for many years. It is a regular pentagon, furnished with all the accessories which engineering skill can suggest, especially since the siege of 1792, and is so strong, because commanded by no point, and capable of isolation by breaking the dykes of the canals of the Haute, Moyenne, and Basse Deule which traverse the town, and fill its wide moats, that it is deemed impregnable. A great deal of misery, however, and enormous destruction of property, and injury to agriculture, would follow such an inundation.

The Faubourg Wazemmes (in which is a *Romanesque-Byzantine* ch. with a tall spire, built 1860) may be reached by the handsome *Boulevard Vauban*. Returning northward across the Place de la République, in which is the new *Préfecture*, a splendid building, which was just finished when the Franco-German war broke out, and then used as the principal storehouse of the *Armée du Nord*.

At the end of the Rue de Paris, and near the Rly. Stat., is the handsome *Church of St. Maurice*, in the Gothic style of the 16th cent., resting on slender piers, with double aisles on each side of the nave, all of equal height. It has been considerably lengthened, and a west front, with florid Gothic spire, added 1873.

An *Eng. Ch.*, Gothic, of brick and stone, to hold 200, was built in 1870 in the Rue l'Yderic; service twice on Sunday. The French *Prot. Ch.* is in the Rue Jeanne d'Arc.

The tall chimneys of numerous mills, even within the walls, announce the active industry which is working here, while the country around, and indeed a large part of the dept. du Nord, is like a hive in population and activity, not unworthy of being compared with parts of Lancashire and the West Riding. The chief manufacture is that of *flax*,

which is extensively grown in the vicinity, and is spun into ordinary thread, and twisted to form the kind called *Lille thread*, by old-fashioned machines moved by the hand; besides which much linen is woven here. In the spinning of cotton Lille has become a rival of Manchester and Rouen. The extraction of oils from rape or colza and the seeds of poppies, linseed, &c., and the manufacture of sugar from beetroots are very important, having given a great impulse to agriculture, as well as employing many thousand hands and formerly upwards of 600 windmills in the Commune des Moulins alone, but few of these remain.

Rly. to Violaines, whence branches to Béthune and Bully-Grenay, both on Hazebrouck and Arras line—to Valenciennes by Orchies—to Douai by Carvin and Sens—to Comines.

The line to Tournai proceeds E. by 4½ m. *Ascq* Stat., 4 m. S.E. of which is *Bouvines*, where the French king, Philip Augustus, defeated the emperor, Otto IV., and his English and Flemish allies, 1214.

3 m. *Baisieux* Stat. French Custom-house (Douane) and frontier.

2 m. *Blandain* Stat. Belgian frontier and Custom-house.

3 m. TOURNAI (Flem. DOORNIJK) Junct. Stat., just within the line of old walls, on the Schelde. (*Inns*: H. Singe d'Or, very good; civil people; table-d'hôte 3 fr. H. Bellevue, close to Stat., good. H. de l'Impératrice, clean.) A town of 32,000 Inhab., on the Schelde, whose banks are faced with masonry, so as to contract the river into a navigable channel, and form handsome Quays on each side. It is a flourishing and increasing town, a place of great manufacturing industry. The workmen labour chiefly at home, not in large factories, which gives the town a more cheerful character. The carpets, commonly called Brussels, come in fact from Tournai; the art of weaving them was brought hither, according to tradition, from the East by Flemings, who served in the Crusades, and learned it from the Saracens. The principal manufactory (called *la manu-*

facture royale), though fallen off, still occupies 90 looms and about 2400 persons. Its products cannot be purchased here, but at Brussels. Stockings also are made here.

Tournai, the Roman Tornacum or Civitas Nerviorum mentioned by Cæsar in the 'Commentaries,' became in the 5th cent. the seat of the Merovingian Frankish kings: Childeric I. died here; Clovis was born and resided here. Its fortifications have been turned into public walks since 1830. It has endured many sieges from English, French, and Spaniards. The most memorable, perhaps, was that of 1581, by the Duke of Parma, when the defence was conducted by a woman, Christine, Princess d'Espinoy, of the noble family of Lalain. She is said to have united the skill of a prudent general to the most intrepid bravery. Though wounded in the arm, she refused to quit the ramparts, and at length only yielded to capitulation when three-fourths of her garrison had fallen around her.

A bronze *Statue* of her, by Dutrieux, erected (1863) on the Grande Place.

Henry VIII. took Tournai, 1513; and bestowed the see on his favourite Wolsey, who, bribed by the offer of Francis I.'s interest in obtaining for him the papacy, not only yielded up the bishopric, but induced his master to sell the town to the French King in 1518.

The most interesting edifice in the town is the **Cathedral*, the largest in Belgium of the Romanesque style; conspicuous from all sides with its 5 stately towers: it is exceedingly fine, especially in its interior. It was founded by King Childeric I., whose capital Tournai was. Large part of the existing building is as old as the 11th cent. It is 400 ft. long. The nave consists of a double range of arches—nearly equal in height, massive and grand, surmounted by triforium and clerestory in the same style. The transepts, built about 1146, terminate in *apses*, the most beautiful feature of the ch. "Notwithstanding a certain rudeness of detail, they are certainly the finest productions of their age, and as magnificent a piece of architecture as can be conceived. The choir, 110 ft. high, now bound together by iron ties,

was dedicated 1338; and though displaying a certain beauty of proportion, and the most undoubted daring of construction, its effect is frail and weak. It was found necessary to double the thickness of the piers after they were erected."—Fergusson's *Architecture*. The W. front has been disfigured by various alterations; a groined porch in the Pointed style extends the whole length of the front, and above it a large rose-window has been introduced. The N. and S. *portals*, adjoining the transepts, enriched with antique sculptures, deserve notice. The choir is separated from the nave by a roodscreen (date 1566), an incongruous composition of varied marbles in the Italian style, with bas-reliefs of the Passion, &c., inserted, surmounted by a statue of St. Michael. The old painted glass is attributed to Steuerbout; that of the choir is modern, by Capronnier. At the side of the high altar is placed the Gothic shrine of St. Eleutherius (Bp. of Tournai in the 5th cent.), of silver gilt, of rich Gothic workmanship (date 1247), and adorned with precious stones, surrounded by figures of the 12 Apostles. At the first French revolution this church was not only stripped of its revenues, but pillaged and defaced. The shrine escaped through the zeal of a citizen of the town, who buried it. There is a painting by *Rubens*, the Souls in Purgatory, in the master's characteristic style; on the S. of the choir Christ giving Sight to the Blind, by *Gallait*, 1838, and in the Sacristy, among a gorgeous collection of priestly robes, is the mantle of the Empr. Charles V., worn at the 20th Chapter of the Golden Fleece, held in this church 1531; and an embroidered silk chasuble of St. Thomas Becket.

King Childeric I., the father of Clovis, died in 482, and was buried in the *Church of St. Brice* (12th cent.), on the rt. bank of the Schelde. In his coffin were found (1655) a *châsse* of gold bearing his head, still preserved here, and many other curiosities now deposited in the Bibliothèque Nationale, at Paris; among them the "Golden Bees," with which his royal robes are supposed to have been studded. They

were, in consequence, adopted by Buonaparte in his coronation, in preference to the *fleurs de lis*, as symbols of the imperial dignity.

St. Quintin's, in the triangular Grande Place, is a curious Church in the transition style from round to pointed. The front has been rebuilt. At the end of the Grande Place is the *Beffroi*, the oldest in Belgium, a fine tower, erected 1190, restored 1852, on a base said to be Roman. Spire modern. One of its bells is inscribed—

"Bancloque suis de commune nommée
Car pour effroi de guerre suis sonnée."

Post Office, Rue du Curé Notre Dame.

The Abbey of *St. Martin* (b. 1770) is converted into an *Hôtel de Ville*. In it are a few modern paintings, including the dead bodies of Egmont and Horn, by *Gallait*, a native of Tournai. Adjoining it is a shady walk called the *Park*, and the Botanic Garden. There are some interesting specimens of domestic architecture in Tournai.

Perkin Warbeck, the pretender to the throne of Henry VII., who gave himself out as one of the princes murdered in the Tower, was, by his own confession, the son of a Jew of Tournai.

At *Vaulx*, famous for its stone-quarries, on the banks of the Schelde, 2 m. from Tournai, is a square structure with turrets in the corners, said to be of Roman origin, probably of the 11th or 12th cent.

The valley of the Schelde around Tournai is very fertile, producing much corn. *Limé* is found in abundance: it is quarried in many places and exported far and wide.

A pleasant walk of $1\frac{1}{2}$ hr. will take the stranger (or 1 hr.'s drive) to *Mt. St. Aubert*, which, though only 300 ft. high, commands an extensive view.

[About 5 m. S.E. of Tournai lies the battle-field of *Fontenoy*, where the English under the Duke of Cumberland, with the Dutch and Austrians, were defeated in 1745 by the French under Marshal Saxe, who was at the time so ill as to be unable to sit on

horseback or to wear armour, and was therefore carried in a litter. Though the result was unfavourable to the English, the skill shown by their commanders and the bravery of the troops were highly creditable to them. The fortune of the day was mainly decided by the Irish battalions in the pay of France. Louis XV. had his headquarters in *the Castle of Antoing*, $4\frac{1}{2}$ m. from Tournai, the picturesque ruins of which remain, including a lofty keep tower, whose top commands the best view of the battle-field. It belongs to the Prince de Ligne. In its Church are some curious monuments in black stone with effigies of Counts of Melun. (*Inn*, H. du Cigne.)]

Rly. N.W. to Mouscron (Rte. 15A), S.E. to Bleton on line from Mons to Leuze, E. the line continues to

12 m. *Leuze Junct. Stat.* A town of 5700 Inhab. on the Dender. *Rly.* from Ghent to Mons, by Audenaerde, crosses our line here.

8 m. *ATH JUNCT. STAT.* (*Inns*: H. Cigne, good; H. Paon d'Or). A flourishing manufacturing town on the Dender; Pop. 8135. It is now dismantled, but was a fortress upon which Vauban employed his utmost skill, and its works were strengthened after 1815.

The principal buildings are the *Hôtel de Ville*, a structure of the time of the Archduke Albert (1600), and the *Church of St. Julien*, founded in 1393, destroyed by lightning, except its E. end, in 1817, and since rebuilt, but without its tall steeple. The most ancient monument in the town is a tower called *Tour du Barbard*, which probably dates from 1150.

Rly. N. by Grammont and Ninove to Denderleeuw Junct. Stat. (see Rte. 19), S. to Jurbize Junct. Stat. (see Rte. 32.)

About 6 m. from Ath, on the road to Mons, is *Belœil*, the patrimonial estate of the Princes de Ligne since 1394. The celebrated diplomatist, soldier, and author, of this family gives in his letters a long description of his country seat and gardens: they were laid out in the formal French taste by Le Nôtre, and excited the admiration of Delille,

who mentions this spot in his poem 'Les Jardins,' as—

"Belœil tout à la fois magnifique et champêtre."

Both Voltaire and Delille visited the Prince in his retirement here. The Castle, founded 1146, surrounded by water, has been rebuilt in indifferent taste. It contains a fine *Library*; some interesting historical relics and works of art; paintings by Dürer, Holbein, Van Dyk, Velasquez, L. da Vinci, Salv. Rosa; portraits of more than 100 Princes de Ligne; the swords with which Egmont and Horn were beheaded; also a collection of firearms, from their invention. The number and length of the avenues and high hornbeam hedges, with windows cut in them, intersecting the grounds in all directions, form the singular and characteristic feature of the *Park*. The *Conservatories* contain a first-rate collection of rare plants.

15 m. *Enghien* (Flemish, Edingen) *Junct. Stat.*, a town of 3680 Inhab. It was an ancient possession of the houses of Luxemburg and Bourbon, but was sold by Henry IV., King of France, to the Count of Aremberg, in 1607, and still remains in the possession of his family. The château was destroyed at the French Revolution; but the beautiful park and gardens deserve notice. They served, it is said, as a model for the famous gardens of Versailles, and are laid out in the same formal style, with avenues, temples, statues, canals, basins, a fine conservatory, &c. Seven avenues of beech and horse-chestnuts diverge from a temple in the park.

Rly. W. to Grammont *Junct. Stat.* for Ghent, &c. *E.* to Braine le Comte *Junct. Stat.* (see Rte. 32).

The *rly.* cuts through some fine forest scenery to

9 m. *HAL Junct. Stat.*, where the line joins that described in Rte. 32.

9 m. *BRUSSELS. Stat. du Midi* (see Rte. 23).

ROUTE 15A.

LILLE TO BRUSSELS, BY COURTRAI AND GHENT.

150 kilom. = 93½ Eng. m.

LILLE Stat. is in rte. 15.

6 m. *Roubaix Stat.* French Douane. This industrious town, of 80,000 Inhab., has grown up since 1826, when it had only 13,000 Inhab., as the largest centre of the woollen manufacture in France. It is a French Bradford, and a place of great commerce. The modern *French Protestant Church* is a fine building. *English service* on Sunday at 11.30.

At *Croix*, 1 m. off, is the largest wool combing mill in the world, of Isaac Holden et Fils, who employ many English workmen, and have built for them an *English Church* where divine service is performed at 9.30 and 6 p.m. on Sundays, by a resident chaplain.

Near Roubaix the English, under the Duke of York, met with a severe defeat from the French under Pichegru, May 18, 1794, losing 1000 killed, 2000 prisoners, and 60 cannon. The Duke escaped by the fleetness of his horse.

2 m. *Tourcoing Stat.* (*Inn*, H. Cygne, dirty.) Pop. 43,000, famed for its manufacture of carpets and woollen yarn.

3 m. *Mouscron Junct. Stat.* (Buffet not good.) 7244 Inhab. *Belgian custom-house.* *Rly. S.E.* to Tournai *Junct. Stat.* (Rte. 15). Here the train enters the line of the Chemins de Fer de l'Etat.

7 m. *COURTRAI Junct. Stat.* (Buffet) (Flemish KORTRIJK). *Inns*: H. Lion d'Or, in the Great Square, comfortable; —Damier, good and cheap.

A manufacturing town of 26,641 Inhab., on the Lys, remarkable for its cleanliness and for the table damask and other linen made here, besides woollen manufactures. Flax of very fine quality is cultivated in the surrounding plain, and supplies not only the manufactories of the town, but many of the markets of Europe. There are large bleaching-grounds in the neighbourhood, the waters of the Lys being supposed to possess qualities favourable for bleaching

as well as for the steeping of flax. The first Flemish cloth manufacture was established here in 1260.

The *Hôtel de Ville* in the market-place, a Gothic edifice, built 1526, restored 1860, contains two singular carved chimney-pieces, containing figures of the Virtues and Vices, bas-reliefs of subjects relating to the municipal and judicial destination of the building, and to events in the early history of the town, including a procession of women on horseback, holding a banner in one hand and a dagger in the other. Many of them may be styled caricatures in bas-relief. They bear the date of 1587 and 1595. The statues of Charles V., and of the Archduke Albert and Archduchess Isabella, occupy conspicuous places.

In *St. Martin's Ch.*, N. side of choir, is a beautiful tabernacle of carved stone, in the richest Gothic—of the 15th cent.—for holding the sacrament; also a carved *pulpit*. These escaped a conflagration caused by lightning 1862, which damaged great part of the ch.

The *Church of Notre Dame* is a Gothic edifice, founded 1238 by Baldwin, Count of Flanders, but modernised. It contains behind the high altar a celebrated painting by *Vandyk*, the Raising of the Cross. The drawing is bold and powerful, reminding one of Rubens; only the colouring is inferior to his in freshness. *Vandyk's* autograph letter, acknowledging with thanks the receipt of the money for the painting, as well as of some *gauffres*, a thin sweet cake, for which Courtrai is still celebrated, presented to him by the canons, is still in existence. In the *Count's Chapel*, an elegant Gothic structure, built 1374, attached to this ch., the spurs of the French knights killed at the battle of Courtrai were formerly suspended to the roof. Curious bas-reliefs, representing the 7 deadly sins, run round the wall, under the windows.

There is a *Museum* of modern paintings, Rue de la Chaussée, near the Beffroi.

Two ancient *Towers* (Broelen Toren) of solid masonry (dates 1413-65) alone were left standing on the banks of the

Lys, when the fortifications were destroyed by Louis XIV. in 1684. The old bridge and its flanking towers make a picturesque group.

Under the walls of Courtrai was fought the *Battle of Golden Spurs*, 1302 (not to be confounded with the "Battle of Spurs" in which Henry VIII. and the Imperialists put the French chivalry to flight, at Guinegate, 1513), gained by an army of 20,000 Flemings, principally weavers of Ghent and Bruges, under John Count de Namur, over the French under Robert Count d'Artois, brother of Philip le Bel and Constable de Neale, in which Robert was slain, and with him 1200 knights, while several thousand common soldiers were left dead on the field. Hundreds of gilt spurs (an ornament worn only by the French nobility) were gathered on the field from the dead, and hung up as a trophy in the church of the nunnery of Groeniguen, now destroyed: from this circumstance the battle receives its name. A small chapel, built 1831, on the rt. of the road, a little way outside the Porte de Gand, marks the centre of the battle-field.

Excursion, by rail, to Ypres (Rte. 16).

Railway, Courtrai to Bruges, in Rte. 21A; also to Furnes, to Tournai and Ypres, to Audenaerde (Rte. 15B).

9 m. *Waereghem Stat.* 4 m. N.W. of this is the village of Roosbeke, near which Philip van Artevelde, the brewer of Ghent, was defeated, in 1382, by the French, and, with 20,000 of his countrymen, perished in the battle.—See Taylor's *Philip van Artevelde*.

10 m. *Deynze Stat.* This town of 4000 Inhab. is situated on the l. bank of the Lys. On the opposite bank, between the railroad and the river, is Peteghem. The old castle here was the residence of the Carolingian Frankish kings. *Rly.* to Thielt and Courtrai.

11 m. GHENT Junct. Stat. (Rte. 21). For the remainder of the line to Brussels, see Rte. 21.

ROUTE 15B.

COURTRAI to BRUSSELS, BY AUDEN-
AERDE.—RAIL.

5 trains daily, in 2 to 3 hrs.

COURTRAI JUNCT. Stat. (Rte. 15A).

12 m. *Oudenarde Stat.* (Flem. Auden-
naerde). (Inns: H. Pomme d'Or; H.
Lion d'Or.) A town of 6300 Inhab.,
on the Schelde. It has one of the
handsomest * *Town Halls* in the Nether-
lands, though small, built 1525-30, in
flamboyant Gothic. In front runs an
arcade of great elegance, supporting
a balcony, above which rises a tower
not unlike that of Brussels, but smaller.
It contains a fine chimney-piece.
The *Ch. of St. Walburg* is also hand-
some, and possesses an Assumption by
Crayner, and the tomb of Claude Jalon:
N. Dame de Pamele is of elegant Gothic
(date 1239), and contains 2 old monu-
ments. The tower called *the Saecksen*,
and the bridge of the Eyne Gate, are
very ancient structures.

Oudenarde is the birthplace of Mar-
garet Duchess of Parma, governess of
the Low Countries under Philip II.,
and natural daughter of Charles V.,
by Margaret van Geest, a lady of this
place. The *battle of Oudenarde*, fought
under its walls 11th July, 1708, was
gained over the French by the English,
in a great measure through the per-
sonal prowess and exertions of Marl-
borough and Eugene.

At the entrance of the town a female
figure by *Geefs*, bearing a wreath
of immortelles, has been set up as
a monument to the Belgian volunteers
killed in Mexico, 1865. [*Rly. N. to*
Ghent, S. to Renaix Junct. Stat.]

Sotteghem Stat. [In a vault under
the ch. of Sotteghem are buried Lamoral
Count Egmont, beheaded by Alva, his
wife, and his 2 sons. Here are some
remains of his castle.]

Denderleeuw Junct. Stat. (Rte. 21.)

BRUSSELS *Stat. du Nord.* (Rte. 23.)

ROUTE 16.

CALAIS TO COURTRAI, BY DUNKIRK AND
YPRES.

58 kilom. and 13 Belg. posts = 83
Eng. m. Road good, but paved.

There is a direct Rly. to Dunkirk
since 1876. The post-road runs
through

14 m. *Gravelines Stat.*, a fortress and
desolate-looking town, with grass
growing in its streets: it has 6516
Inhab. "It is," to use the words of
an old writer, "very strong, by reason
that they can drown it round in 4 hrs.,
so as no land shall be within a mile of
it." It is surrounded by a plain, once
a vast marsh, below the level of the
sea, nearly 20 m. long by 12 broad:
almost all this can be laid under water
in case of need, to ward off a hostile
invasion, and it is protected from the
sea by dunes or sand-hills. Off Gravel-
lines occurred one of the most mo-
mentous events in the world's history
—the defeat of the Spanish Armada
by the infant fleet of England, July
29, 1588 — by which the power
of Spain was broken, and England
and Holland saved from subjection
to the Pope. The large lumbering
Spaniards, driven out of Calais roads
by fire-ships, were attacked at will
by the swifter English vessels, their
decks swept, guns dismounted, many
sunk, and the rest dispersed.

Beyond Gravelines the road is paved.

The Emperor Charles V. here paid a
visit to Henry VIII. on his return from
his interview with Francis I. at the
Field of the Cloth of Gold, 1520.

Here also the Spaniards, under Eg-
mont, won a great victory over the
French, 1558.

12 m. DUNKIRK or DUNKERQUE Stat.
(Inns: H. de Flandre the best; H. Cha-
peau Rouge); a fortified town and sea-
port, with 34,000 Inhab. Large sums
have been expended in endeavouring
to clear the mouth of the harbour from
the bar of sand which obstructs it, by
means of basins and sluices, which are

filled by the flowing tide and emptied at low water, so as to scour a channel through the mud. Dunkirk, nevertheless, is the best harbour which France possesses in the N. Sea, and ranks fifth or sixth in the value of its exports and imports of all the seaports in the kingdom. It serves as the outlet for the manufactures of the Dépt. du Nord. "It is one of the cleanest towns in France, with wide well-paved streets: sea-bathing very good on the fine sands E. of the town."

The Harbour, usually crowded with vessels, and Pier extending far into the sea, are worth visiting; so is the Corinthian portico of the Church of St. Eloi, a handsome but most incongruous frontispiece to a Gothic interior: in front of it is a fine detached Gothic Belfry containing the chimes.

A British Consul resides here, and an English Prot. Ch. has been built in the Rue des Vieux-Remparts.

A bronze Statue of Jean Bart, a celebrated naval commander, born here 1651, stands in the Place Jean Bart.

Dunkirk owes its origin to a church of St. Eloi (Eligius) built in 960 by Count Baldwin III., among the dunes or sand-hills, and thence comes its name, "Church of the Dunes." Here was equipped the Flemish division of the Spanish armada, designed to combine in the invasion of England under the command of the Duke of Parma; but that skilful general, perhaps foreseeing the result, refrained from putting to sea. Dunkirk, after having been hardly won by the English under Cromwell, from the Spaniards, 1658, was basely sold by Charles II. to Louis XIV. in 1662 for 5 millions of livres (£246,600).

By the Treaty of Utrecht (1713) the French were compelled to demolish the fortifications, which were not rebuilt until after 1783. Extensive additions both to the port and fortifications are slowly progressing.

The country around is little better than a dreary waste of sand-hills thrown up by the sea and wind. It was in this neighbourhood that Turenne defeated, in 1658, the Spanish army under Don John of Austria and the great

Condé, who had sided at that time with the enemies of France, in the *Battle of the Dunes*. The siege of the town had been commenced by Mazarin, at the dictation of Cromwell, whose fleet blockaded it by sea. The Spaniards, unprovided with artillery, advanced to attack the French, by marching close to the shore. Condé remonstrated in vain with Don John against a movement so perilous: "Vous ne connaissez pas M. de Turenne," said he; "on ne fait pas impunément des fautes devant un si grand homme:" and just as the action began he turned to the young Duke of Gloucester and asked if he had ever been in a battle before. "No," answered the Duke. "Then you will see one lost in half an hour." The action was commenced by 6000 English soldiers of Cromwell, commanded by Lockhart, his ambassador, who formed the left wing of the French army, and distinguished themselves eminently; their charge carried everything before it, and contributed not a little to the victory. The Duke of York (afterwards James II.) fought in the Spanish ranks, at the head of a regiment of Cavaliers; and it was from them that their fellow-countrymen suffered most. The Spaniards lost 4000 men, and Dunkirk surrendered 10 days after.

A pleasant excursion may be made by rail to the hill of Cassel, about 18½ m. off.

Steamers to London twice a week, chiefly with cargo; to Hull; to Rotterdam; to Hamburg, &c.

[A Railway connects Dunkirk with Lille and Paris, passing by Bergues, Cassel, and Hazebrouck.

5 m. Bergues Stat. (see below).

14 m. Cassel Stat. (Inns: H. du Sauvage, good.) An ancient town of 4234 Inhab., situated on a solitary hill, about 1 m. from the stat., and though only 800 Eng.ft. high, commanding one of the most extensive views in Europe. It has no striking features, but on a clear day the eye sweeps over an unusually extensive tract of highly cultivated and productive country. Its most remarkable feature is that the horizon is almost equally distant in

every direction, as no rising ground interrupts the sight. The view extends over the flat and fertile plains of Flanders, and as far as the white cliffs of England, into 3 different kingdoms; includes 32 towns and 100 villages. St. Omer, Dunkirk, Ypres, Ostend, and the beautiful steeple of Hazebrouck are the most prominent objects: no fresh water is visible in this vast expanse. This hill was a principal station of the great Trigonometrical Survey of France.

"Flemish is the general language of the population in the N. parts of the Dépt. du Nord. It is spoken at Cassel, and as far as Watten."

8 m. Hazebrouck Junct. Stat. Here the lines to Paris and Lille diverge.]

Dunkirk by Ypres to Courtrai, either by rail or post road as far as

Bergues Stat. (*Inn*: H. Tête d'Or), a small and poor fortified town, Pop. 5738, situated on a hill surrounded by marshes and salt lakes, called Moeren, formerly waste and insalubrious; but now, having been drained, they are becoming more productive and less unwholesome. Bergues arose round the benedictine Abbey of St. Wynoc, hence its Flemish name Wynoxbergen. Though only a fortress of the third class, Bergues has been 8 times taken and retaken and 9 times pillaged. It has a picturesque *Beffroi* 150 ft. high. A very important corn-market is held here every Monday.

The French frontier and custom-house is reached at Oest Cappel.

The country through which the road passes is most fertile, enclosed with hedges and abounding in wood, which gives it, though flat, a pleasing English character. Large quantities of hops are cultivated in this district.

1½ Rousbrugge, a Belgian village.

Poperinghe Stat., on the rly. from Hazebrouck to Ypres, a decayed town of 11,000 Inhab. Trades in *Hemp*.

6 m. *Ypres* Stat. (Flem. Yper). (*Inns*: H. Tête d'Or; H. La Châtelainie, in the Market Place), an old town of 17,600 Inhab., no longer fortified, in a fertile plain on the Yperle. The marshes around it have been drained,

and it is consequently less unhealthy than formerly. The kind of linen called *diaper*, (*d'Ypres* ?), was made here. Thread and thread-lace are the principal articles made here at present.

The extent and prosperity of its manufactures had raised the number of its Inhab. to 200,000 souls in the 14th century, at which period 4000 looms were constantly at work.

Its importance has long since departed, but it has some fine old houses, and one relic of its former greatness is the *Town House*, called **Les Halles* (1230-1342, restored 1860), in the great market-place, a low building, 436 ft. long, and in a rich style of Gothic architecture, surmounted by a stately *belfry* tower in the centre, reminding one of the Victoria Tower, Westminster. The great hall, 145 yds. long, has modern frescoes by *Suerts* and *Guffins*. The 44 statues, in front, of Counts of Flanders down to Charles V., are modern. The E. end, supported on pillars, was added in 1730. The building was a cloth hall, devoted to the service of the cloth manufacturers in olden times.

Close to it is the fine Gothic *Cathedral* of *St. Martin*. Date of choir, 1221; the rest more recent. It contains a carved pulpit, a *font* of brass 16th cent., and a picture representing, in compartments, the story of the Fall of Man, attributed to Van Eyck, but bearing the date 1525, and probably by *Peter Porbus*. It is well coloured, and a faithful representation of the human form, but without grace or beauty.

A flat stone in the cloister in the Convent of Poor Cleres marks the tomb of Jansen, founder of the Jansenists. He was Bishop of Ypres, and died 1638. Ypres is famous for hops and biscuits. The *School of Cavalry* for Belgium is here.

The rly. to Courtrai continues by

7 m. Comines Stat. (Flem., Comen), a town divided by the Lys into two parts, one belonging to Belgium, the other, since 1667, to France. In the ruined Castle was born, 1445, Philip de C., author of the *Memoirs*.

Wervicq Stat. Fine ch. of *St. Me-dard*, 14th cent. scanned by Google

5 m. **MENIN** Stat. (Flem., Meenen). (*Inn*: H. Faucon), on the Lys. The works of this frontier fortress are now demolished. With its 9640 Inhab., it is very dismal and lifeless. The boundary line of France touched the glacis. Beer is good.

At *Dadizeele*, 4 m. from Menin, a *Ch.* was built by E. W. Pugin, architect, for the miraculous white image of our Lady; it cost 70,000*l.*

On the way to Courtrai is the village of Bisseghem, near which the Duke of York was defeated in 1793 by General Souham, and lost 65 pieces of cannon.

8 m. **COURTRAI** Stat. Rte. 15A.

ROUTE 17.

DUNKIRK TO BRUGES, BY FURNES, DIXMUDE, AND LICHTERVELDE.

The opening of the rly. *viâ* Furnes, Lichtervelde, and Thourout to (49 m.) Bruges makes Dunkirk a convenient landing place for London.

Steamers from London (Cotton's and Fenning's Wharf) three times a week; fares 10*s.* and 7*s.* Also from Hull and Leith.

Dunkirk terminus, see Rte. 16.

The rly. to Furnes follows the coast past the sand-hills where the "Battle of the Dunes" was fought, 1658 (see Dunkirk), and between *Ghyvelde* and *Adinkerque* Stats. crosses the frontier.

14 m. **FURNES** Stat. (Flem., Veuren). (*Inn*: H. La Noble Rose.) A sickly town, owing to the malaria from the surrounding marshes—4600 Inhab. A great part of the linen manufactured in Belgium is sold here, at large fairs held three times a year.

The *Hôtel de Ville* is in the Renaissance style, 1596–1612. It has 2 rooms hung with Spanish leather. Adjoining are the *Palais de Justice*, and the *Beffroi*, a tower of brick, completed 1629.

The *Ch.* of *St. Walburg* is the choir of a stately Gothic structure, begun early in the 14th cent., and left unfinished. The oaken pulpit, carved with *St. John* in *Patmos*, and the choir stalls

are of 17th-cent. work. In the sacristy is a fragment of the true Cross brought by Count Robert II. of Flanders from Jerusalem 1099.

Between Furnes and the sea stood the famous Cistercian Abbey of the Dunes, founded 1107–1237: remains of it may be seen on the farm called the *Bogaerde* (Orchard). It was destroyed by the Gueux 1560.

9 m. *Dixmude* Junct. Stat. (*Inn*: H. La Porte d'Or). 4100 Inhab. Here is a fine and large Gothic Church, containing a stone Rood-screen of elaborate and beautiful workmanship, in an excessively florid (flamboyant) style. Over the high altar hangs a chef-d'œuvre of *Jordaens*, the Adoration of the Magi.

[*Rail*, 3 trains daily, in 25 min., to

Nieuport, between Furnes and Ostend, now being converted into a watering-place with 4 *hotels* (des Bains, best; Redoute, Club, &c.). A quaint but desolate old town, with a tidal harbour, now deepened to admit small craft from the sea. 1½ m. distant, half-way, is a lighthouse, an hexagonal tower, built 1284, by Count Guy Dampierre. Nieuport was once a strong fortress surrounded by brick towers, one of which remains at the S.E. angle. It has a modern H. de Ville.

Upon the sand-dunes, close to the sea, N. of the Haven, was fought the *Battle of Nieuport*, 1600, in which Prince Maurice of Nassau, assisted by an English contingent of 1600 veterans, commanded by the heroic Sir Francis Vere and his brother Horace, defeated the Spaniards 11,600 strong, under the Archduke Albert. He marched from Bruges to relieve Nieuport; upon which the Dutch hastily crossed the Haven to meet him. The English, under Vere, led the van, and were posted in front among the sand-hills. They bore the brunt of the fight, and for want of timely support, were nearly overwhelmed by numbers. As it was, this gallant little band left little for the rest of the army to do but to follow in the chase. In the first onset Sir Francis Vere was desperately wounded, and the

English volunteers suffered severely, but they gave an eminent example of courage. The good generalship of Prince Maurice was never more conspicuous than on that day, and the arms of the patriots were eventually triumphant.]

12 m. *Lichtervelde* Junct. Stat. (Rte. 21A).

[Ghistel is a pretty village, named from the stable or stud of the Counts of Flanders, which was situated here, attached to the old *Castle*, now removed. In the modern *Church* is the monument of *St. Godaleva*, wife of *Bertulf*, Lord of Ghistel, in the 11th cent., who was strangled by her husband through jealousy, and is now honored as a saint. Her skull lies in a shrine of silver, before which a lamp burns night and day. Above her altar is a pair of angels, as large as life, bearing palms and a crown, typical of martyrdom.]

3 m. *Thourout* Junct. Stat. See Rte. 21A.

11 m. BRUGES Junct. Stat. Rte. 21.

ROUTE 18.

LONDON TO ANTWERP, BY THE SCHELDE.
FLUSHING.

Distance about 210 m.—time, 17 to 20 hrs., of which *sea* passage about 6 hrs.

Steamers, *Gt. Eastern Rly. Co.*, *via Harwich*, Wed. and Sat., and every weekday in summer. Fares, 25s. and 15s. *Gen. Steam Nav. Co.*, from *St. Katherine's Steam Wharf*, Tues., Thurs., and Sat. *Belgian Co.*, from *St. Katherine's Steam Wharf*, Sund. Fares, 20s. and 15s. *Queenborough to Flushing*, steamers daily except Sunday, in about 9 hrs., in connection with the London, Chatham, & Dover Rly. Co. Through fares, £1 6s. and 15s.

The course from the Thames to the Schelde is almost a straight line. It was the situation of the Schelde, immediately opposite the mouth of the English river and the port of London, that caught the attention of Napoleon, who saw what advantageous use might be made of such

a harbour to annoy the English in war or rival them in commerce. The Schelde dues were abolished by treaty between Holland and Belgium in 1863.

On entering the mouth of the river called the *Hond*, or *West Schelde*, the land on the l. hand is *Walcheren*, the largest of the 9 islands which form the province of *Zeeland* (*Sea land*). The district is most appropriately named, since the greater part of it lies many feet below the level of the sea. The isles of *Zeeland*, separated from one another by the different branches of the *Schelde*, are protected from the inroads of the ocean, partly by natural sand-banks or dunes (§ 12), partly by enormous dykes or sea-walls (§ 9), which measure more than 300 m. in length, and cost annually more than 2 millions of florins to keep them in repair. Of the great dyke at *West Kappel*, in the island of *Walcheren*, it is said, that, had it been originally made of solid copper, the first cost would have been less than the sums already expended in building and repairing it. The polders, or drained and dyked meadows, are divided by the water engineers into two classes—those nearest the sea or river, which are of course most exposed to inundation, are called *polders calamiteux*; the more distant are distinguished as *non calamiteux*. The first class requires stronger dykes, the maintenance of which is considered so important that they are kept up partly at the expense of government; those further inland, not being equally exposed to danger, are maintained by the province or by private individuals.

A large portion of the country being thus partitioned out, as it were, by dykes, even should the outer or sea-dyke break, the extent of the disaster is limited by these inner defences, and the further ravages of the flood are prevented. Notwithstanding the care with which they are continually watched, a rupture took place, in 1808, in the great dyke of *West Kappel*, by which a great part of the island of *Walcheren* was inundated; the sea stood as high as the roofs of the houses in the streets of *Middelburg*, and the destruction of that town was prevented solely by the strength of its walls.

The whole province is most fertile and productive, especially in corn and madder, which may be considered the staple. Its meadows, manured with wood-ashes, bear excellent grass. It is also exceedingly populous, abounding in towns and villages; but, owing to the embankments which enclose them, the only indications of their existence are the summits of spires, roofs, and tall chimneys, seen at intervals over these artificial mounds by those who ascend the Schelde. The industry of the Zealand peasant, and the economy with which he husband his resources, are very remarkable, and might furnish a good example to the same class in our own country. As an instance of the mode in which he makes a little go a great way, it may be mentioned, that even from the rushes and reeds on the river banks he gains a meal for his cattle. When boiled, mixed with a little hay, and sprinkled with a little salt, they are much relished by the cows, who thrive upon them and yield abundance of milk.

The island (*rt.*) opposite to Walcheren is *Cadsand*, memorable in the English expedition of 1809. Cadsand had been, in 1357, the scene of a glorious victory gained by the valiant Sir Walter Manny and Henry Plantagenet Earl of Derby, at the head of the chivalry of England, over a large body of Flemings, in the pay of the French king, Philip de Valois, in 1337. The English, effecting a landing in the face of the enemy, drove them from the sand-hills on which they were posted, and took, burned, and razed the town. The cloth-yard shafts of the English archers did great execution, and the personal prowess of the two leaders contributed not a little to the issue of the day. The first town which is perceived on the l. of the spectator, and *rt.* bank of the river, is

(*rt.*) FLUSHING (Dutch, Vlissingen, Fr. Flessingue). *Inns*: H. Duc de Wellington; H. du Commerce.

Steamers to Sheerness daily, see above.

Railway to Bergen-op-Zoom, Goes, Rotterdam, and Antwerp. (Rte. 13A.)

A fortified town of 12,000 Inhab., with

an Arsenal. Besides 2 large and deep canals, communicating with the sea, which admit the largest merchant vessels to penetrate into the town, and unload on the quays, a new *harbour*, including piers, basins, landing-stages, and gigantic sluices, was constructed 1875.

Along with Briel, Flushing was handed over to Queen Elizabeth, 1585, as security for the subsidy and armed force sent over by her to assist the Dutch under Sir Philip Sidney. They were called "cautionary towns." After the capture of Antwerp by Parma, the English garrison and Dutch vessels of war effectually shut up the Schelde, and Antwerp for a time ceased to be a port.

Flushing, held by the French, was bombarded and taken by the English, under Lord Chatham in 1809. This unprofitable and cruel exploit was the sole result of the Walcheren expedition, the largest and best-equipped armament which ever left the shores of Britain, consisting of 37 ships of the line, 23 frigates, and 82 gun-boats, containing a force of 100,000 men, who might have carried Antwerp by a coup-de-main. Since then the works of Flushing have been greatly strengthened, and in combination with Forts de Ruiter and Rammekens, to the W., Fort Nolle on the E., and Breskens, on the opposite side of the Schelde (here from $2\frac{1}{2}$ to 3 m. broad), completely command the entrance of the river.

Admiral de Ruiter was born here 1607, the son of a rope-maker; a statue has been erected to him by his townsfolk near the entrance of the Koopman's Havn. The fine *Stadhuis* (Town Hall), 2 churches, and more than 100 houses, were destroyed by the bombs and Congreve rockets of the English. Within the walls there is nothing but the usual singularities of a Dutch town (§ 10) to excite the attention of a stranger, but at *West Kappel* the construction of the dykes is seen in the greatest perfection. At this point there is a gap in the Dunes, and the country behind would be at the mercy of the sea, were it not defended by a dyke 4700 yds. long and 30 ft. high, upon the stability of

which the safety of the whole island depends.

Railway by Middelburg, Goes, and Bergen-op-Zoom to Roosendaal Junct. Stat. (Rte. 12A) on Rly. from Antwerp to Rotterdam. This line now forms one of the best starting points for the Rhine and Germany.

The climate of Walcheren is most unhealthy in spring and autumn, when even the natives are liable to ague, or a species of marsh fever called the *koorts*. This disease is far more fatal to strangers, as was proved by the deaths of 7000 British soldiers, who perished here during the disastrous and ill-conceived expedition of 1809. The fever, however, is not contagious, and may be avoided by protecting the person with warm clothes against the sudden transitions of temperature, and by careful diet. Many of the inhabitants are very long-lived; and the mortality among the English became so great from the circumstance of their arriving during the most unhealthy season, from their being exposed in tents to the night-air, and from their incautious consumption of green fruit.

The distance from Flushing to Antwerp up the river is reckoned to be about 62 m. The island next to Walcheren, forming the rt. bank of the river, is Zuid Beveland.

(l.) Opposite Flushing is *Fort Breskens*, commanding the entrance of the Scheldt.

On the l. bank, but at some distance off, is *Bierliet*, a small town, only deserving of mention because a native of this place, William Beukels, invented in 1386 the art of curing herrings. A monument was erected in the church to him as a benefactor to his country.

Biervliet was detached from the continent by an inundation in 1377, which submerged 19 villages and nearly all their inhab. Dutch industry and perseverance have long since recovered every acre.

(l.) *Terneuzen*. This is the terminus Stat. of Rly. S. to Ghent, and S.E. to Malines for Brussels, &c. Near this are the sluice-gates which close the entrance

of the Ghent Canal which gives that city all the advantages of a seaport, as it is 16 ft. deep, and wide enough to admit vessels of very large burthen. It serves also as a drain to carry off the water from the district through which it passes. At Sas van Gent are sluices, by means of which the whole country can be laid under water.

The artificial embankments on each side of the Schelde are protected against the current, and masses of floating ice brought down in winter, by piers and breakwaters of piles driven into the river bed, or by masonry brought from a considerable distance in the interior, principally from Namur.

Below Terneuzen both banks of the Schelde belong to Holland; but, above the termination of the island of Zuid Beveland, the river flows through Belgian territory.

The strait called the Kreek Rak, which separates Zuid Beveland from the mainland, is commanded by the very strong Fort Bath, which lies on the limits of the Dutch territory. Rte. 13.

On approaching Forts Lillo (rt.) and Liefkenshoek (l.), the city of Antwerp with its tall spire appears in sight. These two strong works remained after the Belgic revolution in the hands of the Dutch down to 1839, when they were dismantled and given up to the Belgians in exchange for Venloo in Limburg, in conformity with the Treaty of the Quadruple Alliance. They completely commanded the passage up and down the Schelde, which here puts on the appearance of a river; lower down it is more an arm of the sea, flowing between the islands of Zeeland.

The polders (§ 11) above Fort Liefkenshoek, on the l. bank, were laid under water during the contest with the Dutch, by cutting the dykes, and down to 1838, an extensive tract of country remained in consequence waste and useless. 5 or 6 other forts are passed on either side of the river before arriving at Antwerp. Between (l.) Calloo and (rt.) Oordam, in 1585, the Prince of Parma threw across

the Schelde his celebrated bridge* 2400 ft. long, which, by closing the navigation of the river, and preventing the arrival of supplies to the besieged city of Antwerp, mainly contributed to its surrender. The bridge was so strongly built that it resisted the floods and ice of winter; 97 pieces of cannon were mounted on it, 2 forts guarded its extremities, and a protecting fleet was stationed beside it to assist in repelling any attack. The besieged, who, at first, laughed to scorn the notion of rendering such a structure permanent, when they found that all communication with their friends was cut off by it, began to tremble for the result, and every effort was made by them to effect its destruction. One night, the Spaniards were surprised by the appearance of 3 blazing fires floating down the stream, and bearing directly towards the bridge. These were fire-ships invented by a Mantuan engineer (Gianibelli) then within the walls of Antwerp. The Prince of Parma rushed to the bridge to avert the threatening danger, and nearly lost his life; for one of the vessels, reaching its destination with great precision, blew up with such tremendous force as to burst through the bridge in spite of its chains and cables, and demolished one of the stockades which connected it with the shore. 800 Spanish soldiers were destroyed by the explosion, and Parma himself was struck down senseless by a beam. Had the Zealand fleet been at hand, as proposed, the city might have been relieved. Some untoward mistake prevented its co-operation at the right moment, and allowed the Spanish general time to repair the damages, which, with his usual activity, he effected with incredible celerity. Another attempt to destroy the bridge, by means of an enormous floating machine called the "End of the War," an unpropitious name, was entirely frustrated by the vessel running aground; and Antwerp, reduced by famine, was compelled to surrender.

In February, 1831, while hostilities were in progress between Holland and Belgium, one of the Dutch gunboats, in sailing up the Schelde during a heavy gale, twice missed stays. In spite of all the exertions of the crew, the vessel took the ground close under the guns of fort St. Laurent, below Antwerp, and within a few yards of the docks. The helpless situation of the gunboat had been marked by crowds of Belgians from the shore; and the moment she was fast, a body of volunteers leaped on board, in haste to make a prize of the stranded vessel. Her commander, a young officer named Van Speyk, was called on, in a triumphant tone, to haul down his colours and surrender. He saw that all chance of rescue, and of successful resistance against unequal numbers, were alike vain; but he had repeatedly before expressed his determination never to yield up his vessel, and he proved as good as his word. He rushed down to the powder magazine, and, falling on his knees to implore forgiveness of the Almighty for the crime of self-destruction, he calmly laid a lighted cigar upon an open barrel of gunpowder. In a few moments the explosion took place; and, while the vibration shook the whole city, the dauntless Van Speyk, and all but 3 out of his crew of 31 men, were blown into the air. Van Speyk was an orphan; he had been educated at the public expense in an orphan house at Amsterdam: thus nobly did he repay his debt, and his country and king were not unmindful of him. A monument was set up to his memory by the side of that of De Ruiter, and it was decreed that henceforth a vessel in the Dutch navy should always bear the name of Van Speyk.

ANTWERP. See Rte. 22.

* See Motley's inimitable description of the siege in his 'History of the United Netherlands.'

ROUTE 20.

LONDON OR DOVER TO OSTEND.

From *London*, fixed service twice daily, *Lon. Chat. and Dov. Rly.* (Holborn, Victoria and Ludgate Hill), 7.35 A.M. and 8.30 P.M., *via* Ostend (*viâ Calais*, see Rte. 15), Bruges, Ghent, Alost, and Denderleeuw (see Rte. 21) to Brussels, arriving 5.54 P.M. and 6.28 A.M.

South E. Rly. (Charing Cross and Cannon St.), 7.40 A.M. and 8.45 P.M., arriving 5.54 P.M. and 6.28 A.M. Through fares: 46s. 6d. and 33s. Distance, 198 m., time 10 hrs.

Steamers: from *London* (Wed. and Sat.) Average passage 10 to 11 hrs., 5 of which in the Thames; distance, 136 m. Fares: 15s. and 12s.

From *Dover* (63 m. $4\frac{1}{2}$ hrs. Fares: 15s. and 10s.) fixed mail service twice daily, 9.30 A.M. and 10.40 P.M., in connection with express trains from London (see above).

The Rly. is now extended along the jetty at Ostend, so that travellers landing from the steamer and proceeding farther can reach the train at once. Registered luggage examined at destination.

The light of Dunkirk, about 15 m. S., is seen before the Ostend light. The harbour of Ostend, which is dry at low water, is distinguished by a lighthouse 105 ft. high, and is flanked by 2 jetties, furnishing agreeable walks; at the entrance is a bar of sand, which is kept down by the discharge of basins filled by the tide through sluices opened at low water.

The Rly. *Terminus* for express trains is close to the harbour, and the passenger, on landing from the steamer, finds the train close to it.

OSTEND.—(*Inns*: 1st-Class H. de la Plage, H. de l'Océan, both on the shore;—H. de Prusse, in the town, very dear, for residents more than passing travellers:—2nd-Class:—H. d'Allemagne, close to Railroad stat.;—H. Fontaine, French

house, Rue Longue;—H. des Bains;—H. Marion;—Lion d'Or, quiet.) The drinking water is filtered rain-water. Seltzer water is preferable. (§ 6.)

This seaport town, once a strong fortress, and now a cheerful and very fashionable and much frequented watering-place, contains 17,340 Inhab.; it stands in an angle between the sea and the harbour, and even on the land-side is nearly surrounded by water. The land lies very low all round, and the waters are controlled by means of sluices.

Ostend endured one of the most famous Sieges * recorded in history, from the Spaniards; lasting $3\frac{1}{2}$ years, from 1601 to 1604. The town yielded to the Spanish general Spinola at last, only by command of the States-General, who had gained their point by its obstinate resistance. 50,000 men of the besieged, and 80,000 Spaniards, are said to have fallen during the siege. The victors paid dearly for their conquest; all that they gained was a plot of ground covered with a heap of ruins; for their cannon had levelled every house with the earth; and they lost 4 other towns, which were wrested from them by the Dutch while their armies were engaged in this unprofitable enterprise. The noise of the bombardment was, it is said, heard in London. At Ostend, Arthur Wellesley first set foot on the Continent, 1794, in command of the 33rd Regt., forming part of the army of the Duke of York. For Sir Eyre Coote's failure here, see Rte. 21.

The old town has nearly disappeared, and large handsome buildings have been built on the sites of the small Flemish houses. In the *new Ch.* is a monument to Queen Louise, 2nd wife of King Leopold, daughter of Louis Philippe, who died here 1850.

The most agreeable spot in Ostend is the *Digue*, a sea-wall 40 ft. high and $1\frac{1}{2}$ m. long. It forms a charming and lively public promenade, and commands a wide extent of dunes and flat sands bordering the sea, not a tree being visible. This and the wooden *Piers* (*estacades*), stretching on both sides of

* See the vivid description in Motley's 'Hist. of the Netherlands.'

the harbour's mouth, are much resorted to at all hours, especially in the evening. The ramparts formerly surrounding the town have been entirely levelled since 1865.

On the Digue is the *Assembly Room*, (Kur Saal) open to subscribers, with music and dancing, every evening from July to September, a Restaurant and Reading-room, with newspapers. *Subscriptions* 2½ frs. a day; 13 frs. a week; 35 frs. a month.

Ostend is resorted to in summer by 16,000 visitors—many Germans; the King of the Belgians and Court repair hither, and a Royal Palace has been built for him on the sea, near the Digue.

There are 400 *Bathing Machines* on the beach, and the sands, divided into safe little bays by groins carried out from the Digue, are very extensive and smooth, and are crowded with bathers of both sexes, decorously clad in bath-dresses (*Toilette de Bain*), by order of the police. A bathing-house, *Pavillon des Bains*, has been established close to the sea, at the S.E. end of the Digue. Bath tickets for a machine, *une voiture à une personne*, 75 c.

In the Town-hall, on the Place d'Armes, is the *Casino*, a sort of assembly-room or club. Beneath it are reading-rooms, provided with newspapers, coffee and billiard rooms.

An *English consul* resides here, and English is much spoken.

Eng. Ch., built by the Belgian Govt., at the end of the Rue Longue. Service on Sunday, 11 and 3. Resident chaplain.

The coleoptera and plants found on the sand-hills near the town are interesting to the naturalist.

The *Fish-market* is well supplied.

Outside the Bruges gate are the *Oyster Parks* (*Huîtres*), salt-water reservoirs filled with oysters brought from Harwich, Colchester, and elsewhere on the English coast, and fattened here. They are transported hence as far as Paris, under the name of *Huîtres d'Ostende*.

Outside the Bruges gate is the *Archery Ground*.

Excursions to Bruges, Ghent, and

Blankenbergh, a quiet watering-place, reached by rail from Bruges (see Rte. 21).

Steamers to London twice a week; to Dover twice daily.

Diligence daily by Nieuport to Furnes in 2½ hrs., whence rail open to Dunkirk (see *Handbook for France*).

Railroad to Bruges, Ghent, Mechlin and Brussels (Rte. 21), and to Thourout and Lichtervelde Junct. Stats. (Rte. 21A). The terminus on the S. of the town is at some distance from the inns and the harbour.

ROUTE 21.

OSTEND TO BRUGES, GHENT, ALOST, AND BRUSSELS—TO TERMONDE AND MECHLIN.—RAILROAD.

123 kilom. = 76½ Eng. m.

OSTEND. See Rte. 20.

Trains to Bruges, 10 daily—time, ½ hr.

The country is rich in an agricultural point of view, but flat, tame, and tiresome to other eyes than those of a farmer. A Canal connects Ostend with

Bruges, a fine broad sheet of water. In 1798, 1000 British troops, under Sir Eyre Coote, landed at the mouth of it and destroyed the sluices; but the wind shifted before they could make good their retreat, and they were taken prisoners by the French.

Plasschendaal Stat. The Dunkirk canal here joins that from Ostend to Bruges. At Oudenburg are kitchen-gardens which supply Ostend with vegetables.

14 m. **BRUGES (Flem. BRUGGE)**
Junct. Stat.; cabs (vigilantes), the course, 1 fr. (*Inns: 1st Class, Grand Hôtel du Commerce*—the largest and oldest—*Rue St. Jacques; H. de Flandre, in the Rue Noordzand; table-d'hôte at 1 and 5, 4 frs., excluding wine; fish-dinners on Fridays (not to be confounded with H. Comte de Flandre, near the Rly.);—2nd Class: H. de Londres, opposite the station).*

Beware of touting street guides.

This city, the Liverpool of the middle ages, which was rich and powerful when Antwerp and Ghent were in their infancy, is now reduced to 48,000 Inhab., of whom 15,000 are paupers. In the 14th cent. the commerce of the world may be said to have been concentrated in it. Early in the 13th cent. Bruges had been made the staple of the Hanseatic League, and of the English wool trade, and became the centre of resort for the Lombard and Venetian traders, who brought hither the manufactures of Persia and India and the produce of Italy, to exchange them for the merchandise of Germany and the Baltic. It stands on the little river Rege, formerly navigable, but now almost absorbed by canals. Bruges was long the residence of the Counts of Flanders; but it reached the height of its splendour in the 15th cent., when the Dukes of Burgundy fixed their court here.

At present it wears an air of desolation; the people in its streets are few, and it has lost the indications of commercial activity. Its appearance is the more mournful from its great extent, and the size and unaltered splendour of many of the public buildings and pri-

vate houses,—vestiges of its former wealth and prosperity.

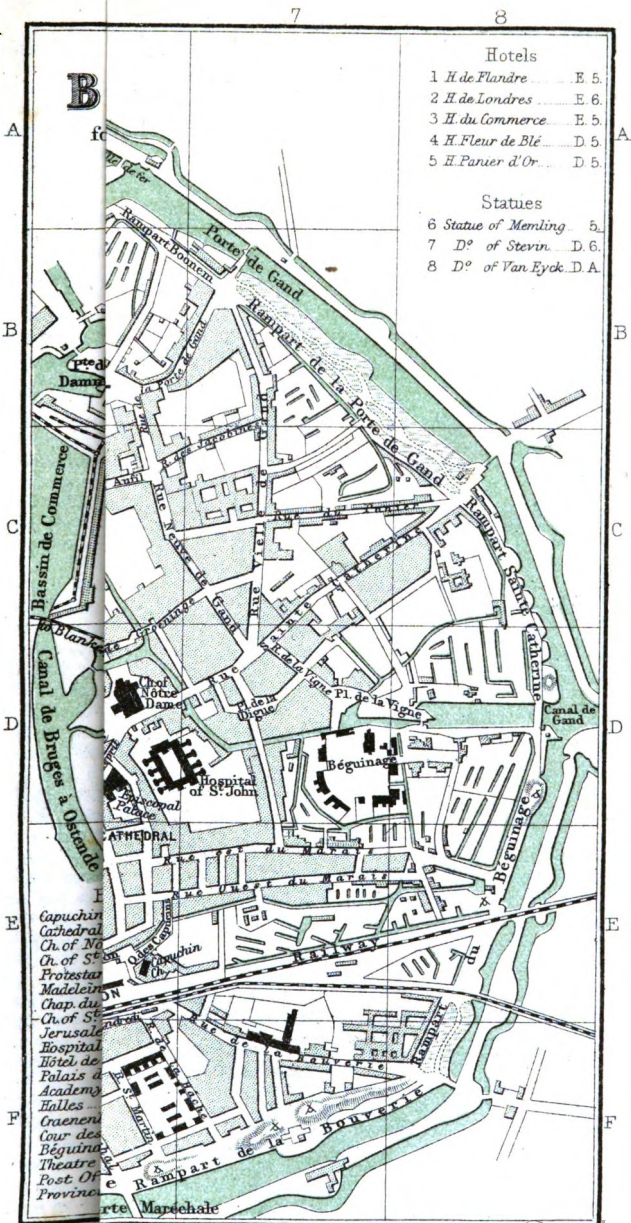
Fair city, worthy of her ancient fame!
The season of her splendour is gone by,
Yet everywhere its monuments remain:
Temples which rear their stately heads on high,
Canals that intersect the fertile plain—
Wide streets and squares, with many a court
and hall,

Spacious and undefac'd—but ancient all.
When I may read of tilts in days of old,
Of tournaments grac'd by chieftains of renown,
Fair dames, grave citizens, and warriors bold—
If fancy could portray some stately town,
Which of such pomp fit theatre may be,
Fair Bruges! I shall then remember thee.

SOUTHEY.

It has still many objects of interest, which deserve at least a day to be devoted to them. They may be conveniently visited in the following order:—Start from the railroad station, close to which is a Capuchin convent, by the Rue Zuidzand, which leads to the *Cathedral* (rt.); thence to *Notre Dame*, which is at a short distance to the S.E. —on the W. of this is the *Hospital of St. Jean*; thence, by the Dyver canal, through the fish-market, to the *Hôtel de Ville, Palais de Justice, and Chapelle du S. Sang*; thence by the Rue Haute, Pont des Moulins, and Rue Molenmaersch, to the Jerusalem Ch., beyond which are the garden of St. Sebastian and Convent of English ladies; return by Rue and Pont des Carmes to the *Academy* and the *Market Place*.

The **Cathedral (St. Saviour)*, on the rt. side of the street, leading from the railway to the market-place, is a Gothic building, externally of brick, and ugly; but within, the handsomest church in Bruges (date, choir and aisles, 1185—chapels of E. apse, 1483-1527; nave, 1362). Against the wall of the S. aisle hangs a small picture with shutters, representing the Martyrdom of St. Hippolytus, who was torn in pieces by horses, an unpleasing and inferior work, attributed falsely to *Hans Memling*. There is a good picture of the Last Supper, with Abraham and Elijah in the centre and at the side, by *Peter Porbus*. Above the choir stalls are the arms of the knights of the Golden Fleece, founded at Bruges, 1430, by Duke Philippe le Bel.



Hotels

- 1 H. de Flandre E. 5.
- 2 H. de Londres E. 6.
- 3 H. du Commerce E. 5.
- 4 H. Fleur de Blé D. 5.
- 5 H. Panier d'Or D. 5.

Statues

- 6 Statue of Menling 5.
- 7 D^o of Stevin D. 6.
- 8 D^o of Van Eyck D. A.

A

B

C

D

E

F

A

B

C

D

E

F

On either side of the altar is a fine marble tomb. In the *Cordwainers' Chapel*, in the N. aisle, are 2 monumental *brasses* built into the wall, interesting examples of Flemish art in the 15th and 16th centuries, dated 1423 and 1515.

***Notre Dame (Onze Lieve Vrouw)** is a church surmounted by a tall brick tower, a fine work (1230-97) with modern spire, 442 ft. high. The nave and inner aisles date from 1180; outer aisles, 1480-1520. But it is less remarkable for its architecture than for the works of art to be found in it. The pulpit is one of those specimens of elaborate carving in wood, so common in the churches of the Netherlands. In a chapel in the S. side of the Ch. is a **statue of the Virgin and Child*, said to be by *Michael Angelo*, and believed by Sir Joshua Reynolds to have certainly the air of *his school*. The tradition in Bruges is, that a vessel which was conveying it to England was lost on the neighbouring coast of Flanders. It was carried to Paris by the French.

Beyond, in a chapel in the aisle S. of the choir, are the *Tombs* of Charles the Bold, Duke of Burgundy, and his daughter Mary, wife of the Empr. Maximilian. The crowned effigies of both father and daughter, made of copper, richly gilt, repose at full length on slabs of black marble. The **Monument of Mary of Burgundy* was erected in 1495, by John de Beckere of Brussels, and is far superior to the other. Beneath and round the sides are 36 coats of arms richly enamelled, arranged in the fashion of a genealogical tree, supported by angels. These arms "record the string of duchies, counties, and lordships which this illustrious and amiable heiress brought to the house of Austria, and which afterwards swelled the empire, on which the sun never set, of her grandson Charles V. The exquisite richness of the monuments, the historical interest attaching both to the father and daughter, and the affection of the Flemish for the memory of this young countess, who died when pregnant at the age of 25, by a fall from her horse, while hawking with her hus-

band near Bruges, having long concealed, out of affection for him, the mortal injury she had received, render them objects worthy of considerable attention."—*Southey*.

In 1558 Philip II. bespoke a tomb exactly like it for his great-great-grandfather, Charles the Bold, and paid one Master Jonghelinck for it 14,000 fl., besides 40 fl. to each of the workmen as compensation for the loss of his teeth in the process of enamelling. The Duke is decorated with the order of the Golden Fleece. During the French Revolution these monuments were concealed, to preserve them from rapacity and Vandalism, by the beadle of the church, Peter Dezitter. A charge of 1 fr. per person is made for showing them. A wooden planking affixed to the railing of the chapel conceals them from view. A richly carved Gothic balcony, of the pew of the family of Gruthuyze, on the l. of the high altar, and a painting in the style of *John Mabuse* (? *J. Mostart*), representing a Madonna (*Mater Dolorosa*) in the centre, with 7 scenes from the life of Christ round it, deserve to be looked at. The Crucifixion and the Last Supper, by *Peter Porbus*, hang in the side aisles, and are among the finest works of that artist.

In the Ch. of *St. Jacques* (close to the Hôtel du Commerce), a handsome building, rich in altars and marbles, are some interesting monumental *brasses* of a Spanish family: observe one, dated 1577, to Don Francisco de Lapuebla and his lady, in the Chapel of *Ste. Croix*. They are worthy of notice, because few are now to be seen in Belgium.

Close to Notre Dame is the **Hospital of St. John*, an ancient charitable institution, where the sick are nursed by the religious sisters of the house, whose duties resemble those of the *Sœurs de la Charité*. Admission 9 to 12 and 1 to 6, 50 cents.; closed on Sunday. The chapel is open daily for service. Portraits of some of the directors and superiors of the establishment hang in the Chapter House, which also contains those celebrated pictures, the pride of the city

and admiration of travellers, painted in the 15th cent., by *Hans Memling*, who flourished at Bruges, of which he was probably a native. Researches in the town records show that he was a respectable citizen and householder. He was dead in 1495. The pictures are shown from 9 to 12, and from 1 to 6, fee $\frac{1}{2}$ fr.*

Obs. 1. The Virgin and Child, with St. Catherine; and in the shutters the Decollation of St. John Baptist, and St. John Evangelist at Patmos: on the outside several figures of saints. The artist never surpassed, or even equalled, this great performance. The stiffness of the figures is usual in paintings of the period at which these were executed; but the careful finish of the heads,—equal to that in the finest miniatures,—the exquisite character which they discover, and the beauty and vividness of the colouring, are rare and truly admirable. It was executed in 1479, and bears Memling's name. 2. Another small altarpiece, also with wings: the principal subject is the Adoration of the Magi; at the sides are the Nativity and the Purification in the Temple. 3. Head of the Sybil Zambetha, in 15th-cent. costume. 4. A folding picture, the Virgin in a red robe, with the Child; and the admirable portrait of Martin v. Nieuwenhopen the donor. See also a Crucifixion by Franks, and a Holy Family said to be by Vandyk.

The most elaborate of the works of Memling is the *Reliquary* or *Châsse* of St. Ursula, a wooden coffer for holding the arm of the saint, entirely painted by him. On each side of the cover are 3 medallions, the smaller of which contain angels playing instruments, the larger a coronation of the Virgin and the glorification of St. Ursula. On one gable end is the Virgin and Child, on the other St. Ursula. On the long sides are subjects from the legend of St. Ursula and the 11,000 Virgins at Cologne. St. Ursula, according to the legend, was the daughter of a British king; with a train of 11,000 virgins, her rejected lover Conan, and an escort of knights, she made a pilgrimage to Rome. On their return they all suffered

martyrdom by the Huns at Cologne. The paintings are executed with the most delicate finish. 1. In the first, representing the landing at Cologne, the traveller will recognise the cathedral, churches, and other buildings of that city, copied with considerable fidelity. 2. The landing at Baale. 3. The arrival at Rome; the Pope receives the pilgrims. 4. Return to Baale, and embarkation on the Rhine. 5 & 6 form one picture, the groups and background being continued from one to the other—the martyrdom of Conan and of St. Ursula in the camp of the Emperor Maximin, on the Rhine. "These little pictures are among the very best productions of the Flemish school. The drawing in these small figures is much more beautiful than in the larger ones by the same master. There is nothing in them meagre, stiff, or angular: the movements are free; the execution and tone of colour, with all its softness, very powerful; the expression in the single heads of the highest excellence."—*Kugler*.

The large unaltered Gothic hall, with rows of pointed arches on piers forming 3 aisles, was used as a hospital ward down to 1850. The patients are now nursed in a more convenient modern building.

A statue, by Pickery, of Memling, was erected 1871, in the Place du Vieux Bourg.

The *Town Hall* is an elegant Gothic structure, though of small dimensions, built in 1380. The niches in front are decorated with statues of the Counts of Flanders; replacing originals which, on the arrival of the French revolutionary army, in 1792, were pulled down, as "representations of tyrants" and burnt in a bonfire, the materials of which were composed of the gallows, the scaffold, and the wheel. At a bronze balcony (Brèteque) in front of the building the Counts of Flanders presented themselves to the citizens after their accession, and took the oaths, promising to maintain the privileges of the town. The *Public Library* (open 10–1) is placed in the Grand Hall, extending nearly the whole length of the building,

* See Crowe and Cavalcaselle, 'Early Flemish Painters,' and Mr. Weale's valuable papers.

and is remarkable for its Gothic roof of wood. It is well furnished in the departments of French and Flemish literature, and contains a few curious MSS. Among other curiosities is a Missal of the 14th cent., and the scheme of a lottery drawn at Bruges in 1445—an earlier date than is usually given to the invention of lotteries, which renders it probable that they originated in Flanders, and not in Italy, as is commonly believed.

Adjoining the H. de Ville is the **Palais de Justice*, anciently called *Franc de Bruges* (*Flem.* *Vrye van Brugge*), an extensive district independent of the town. The back view of this building, toward the Fishmarket, is picturesque. The *Council Chamber* of the magistrates is particularly deserving of notice: it is antique, though the rest of the building dates from 1722. It contains a magnificent *chimney-piece, restored, and occupying nearly one side of the room, carved in oak (date 1529), including statues as large as life, and well executed, of Charles V., Mary of Burgundy and Maximilian, Charles the Bold and Margaret of York, his third wife, surrounded with coats of arms of Burgundy, Spain, &c. It is also decorated with marble bas-reliefs representing the story of Susannah.

An external staircase of florid Gothic (date 1533) leads up to a Gothic chapel in the corner of the square at the opposite end of the Town Hall, called *La Chapelle du Saint Sang* from some drops of our Saviour's blood, brought by Count Thierry of Alsace from the Holy Land, and presented by him to the town, and now deposited in a tasteless but richly jewelled and enamelled shrine of silver gilt, executed in 1617 by Jean Crabbe. This is kept in a chest placed in the wall of the Sacristy, leading out of the *Upper Chapel*, which has been magnificently restored in polychrome. Here is a singular spherical pulpit carved in oak, 16th cent., and a carved stone reredos, erected in 1858. *Admission* by fee of $\frac{1}{2}$ fr. at all times. On Sundays, 11 to 1 free. The Romanesque crypt, called Chapel of St. John, is the oldest building in Bruges, perhaps of the 9th cent. Here are preserved

some valuable ancient vestments, a chasuble with embroidery of the 4th cent., much fine lace.

John Van Eyck, the painter, who died at Bruges, 1441, was buried in the former cathedral of *St. Donatus*, demolished by the French, which stood opposite the Hôtel de Ville. Its site is planted with trees, in the midst of which a plaster copy of the statue of Van Eyck in the Museum has been erected.

The *Museum* of the **Academy of Painting* (admission 50 cents; free on Sundays), in the Gothic building called *Het Poorters Huis*, originally the factory of the Biscayans, *Academie Plaets*, contains some fine old paintings. The most remarkable are,—by *J. Van Eyck*:—1. The Virgin and Child, with St. George and St. Donatus; the donor on his knees, holding a pair of spectacles; date 1420. It has great character of nature, and is very minutely finished. 2. A portrait of his wife is painted in a very superior style, and deserves minute attention. 3. A head of Christ, with the date 1420, although it bears his signature, is hard, lifeless, and poor, and not considered genuine.

School of Memling:—An altar-piece with folding-doors; in the centre the Baptism of Christ; on the wings portraits of the donor of the picture, his wife and family; and on the outside the Virgin and Child. The landscape back-ground is finely finished. It was formerly in the Town-house.

An altar-piece by *Memling*, 1484, but injured by time and cleaning, represents *St. Christopher* with the infant Jesus on his shoulders. St. Benedict, rt., St. Giles, l. The portraits of the donors of this picture, and their family, are very fine. Other pictures here are attributed to Memling, but their genuineness is doubted. Not undeserving of notice are 2 portraits of a bourgeois of Bruges and his wife (1554), 2 Last Judgments, by *Porbus* the elder, and the Judgment of Cambyyses, 2 subjects, by *Ant. Claessens* the elder.

On the S. side of the *Grande Place* stand **Les Halles*, a picturesque building (date 1364), of red brick (not

to be confounded with the Town Hall), one wing of which was intended to be a cloth-hall; the other is occupied as a flesh-market. Here is a small collection of mediæval antiquities. The tower or belfry in its centre is a Gothic structure (16th cent.), imposing from its height, 290 ft. The spire formerly surmounting it was destroyed by lightning in 1741, and not replaced. The view from the top is extensive; it commands the roofs of the city, and a sort of map-like panorama of the surrounding country. *The Chimes* (§ 26) from this tower are the finest in Europe, and almost incessant: they are played 4 times an hour by machinery, which may be seen near the top of the tower. It consists of an enormous copper drum, acting like the barrel of an organ, and setting in motion the keys of the instrument; but 3 times a week, from 11½ to 12, the chimes are by a musician.

On the S. side of the square, at the corner of the Rue St. Amand, is the house inhabited by Charles II. during his exile from England. It bears the sign "*Au Lion Belge*." Even in his banishment he was not without a regal title, for the Burghers of Bruges elected him "King of the Company of Cross-bowmen" (*Roi des Arbalétriers*).

An Estaminet, in the opposite corner of the Rue St. Amand, now occupies the site of the *Craenenburg*, historically remarkable as having been the prison of the Empr. Maximilian, 1487-8, when his unruly Flemish subjects rose up against him, seized his person, and shut him up in this building, which they had converted into a prison by barring the windows. For several weeks he remained in close confinement, and the citizens kept watch and ward over him. The Pope menaced them with excommunication, and the armies of the Empire were put in march against them. Nevertheless, Maximilian was not released until he had sworn upon his knees, before an altar erected in the middle of this square, in presence of magistrates, corporation, and people, to resign his claims to the guardianship of his son, to respect the liberties of Bruges, and to grant a

general amnesty for past offences against his person and government. He ratified this treaty by the most solemn oaths on the Sacrament, the relics of St. Donatus, and a fragment of the true cross, in spite of which he broke it a few weeks after.

The *Prinsssenhof*—the ancient palace of the Counts of Flanders, in which the marriage of Charles the Bold with Margaret of York, sister of Edward IV., was celebrated in 1468, and where Philip le Bel, father of Charles V., was born—is reduced to a few fragments of ruined wall included in a private house, but retains the old name; it is near the Rue Noordzand.

The *Hall of the Serge-makers' Guild* (date 1383), with a bas-relief of St. George and the Dragon over the door; the *house of the English Merchants' Company*, in which Caxton is said to have resided while learning the art of printing; the house of Count Egmont, a few paces from the H. du Commerce, are buildings interesting from age, architecture, or associations.

The *Béguinage*, or *Convent of Béguine Nuns*, near the western extremity of the town, is inferior in extent to the one at Ghent; but travellers ought to visit one or other of these interesting establishments.

The *Archers' Guilds* deserve notice; in the hall of the Fraternity of St. Sebastian or the cross-bowmen (Rue des Carmes) is a bust of our Charles II., and a portrait of his brother, the D. of Gloucester. From the tower in the archery ground there is a good view of Bruges.

English Ch., Rue d'Ostende. *Service* Sundays at 11 and 3.

The *Ramparts*, extending all round the town, are an agreeable walk.

Bruges is a cheap place in point of house-rent; a first-rate house may be had for 20l. per ann. Few houses have been built here during the last 100 years; and as the town once held 300,000 inhab., it is over-housed at present. Taxes are low; there is no Octroi; a man-servant gets 20l. a year, and finds himself.

The chief manufacture carried on in the town is that of lace.

In the three Latin lines already quoted, § 25, this town is said to be famed for pretty girls. A black cloak with hood, called *faulle*, is generally worn by the females of the lower orders, or a lace cap, with primly plaited frills.

Simon Stevin, of Bruges, was one of the best mathematicians of his age; he recommended, but did not invent, decimal arithmetic. He is the inventor of what is now called Bramah's press. There is a bronze statue of him in the Place de Simon Stevin.

The famous order of the *Golden Fleece* was established by Duke Philip the Good, in 1430, at Bruges. In the symbol of this institution he paid a just compliment to the skill of the weavers of Flanders, who, by the perfection to which they had brought the manufacture of wool, had mainly contributed to the rapid advancement in prosperity of this country during the middle ages. The fleece, therefore, was very appropriately chosen as an emblem of the power and splendour of the rulers of Flanders. During the discontents which broke out in Belgium in the 14th cent., Edward III. invited many Flemings to England, who brought over with them the art of manufacturing the finer woollen cloths, previously unknown, and by their assistance we soon surpassed those of Flanders in excellence.

Six canals concentrate at Bruges, from Ghent, Sluis (Écluse, the port of Bruges), Nieuport, Furnes, Ypres, and Ostend.

The principal Club suitable for strangers is the *Société Littéraire de la Concorde*.

Post Office, Rue de Cordoue.

Excursions to Nieuport, Dixmude, and Furnes (see Rte. 17), and 4 trains daily in $\frac{1}{2}$ hr. to

9 m. *Blankenberghe* (Inns: Grand H. des Familles, near the lighthouse, 200 rooms; a more moderate hotel is *Maison des Bains*; H. Godeker, frequented by Belgians, good and moderate), a frequented watering-place and fishing village, in the midst of interminable fish.

Sand Dunes has a brick-paved Es-

planade on the Digue, 1 m. long, facing the sea. Two wooden piers flank the mouth of the canal. Belgium is supplied with fish from this. It has an Assembly-room and 2000 Inhab.

Heyst, a few m. N. is another rising sea-bathing place (*Inn*, *Kursaal*; H. du Phare).

Damme, now a small village, about 3 m. on the Sluys road, flourished as the port of Bruges, about 1200, when its basins held 1000 sail, where now is a fertile plain, owing to the silting up of the gulf of the *Zwyn*. It has a fine ch., *St. Mary's*, partly in ruins, built early in the 13th cent. It contains an old rood-screen and some incised slabs. The *Hôtel de Ville* is an interesting edifice of the 14th cent., with fine hall. Off the town of *Sluys*, 12 m. from Bruges, Edward III. gained a great naval victory over the French fleet 1340.

BRUGES TO GHENT. (45 kilom. = 28 $\frac{1}{2}$ m.)

10 trains daily in about 45 min. The *Railway Station* at Bruges is on the *Vrijdags Markt*. There are 2 lines—*a.* by Maldegheem and Eccloo, 30 m.; *b.* *Chemin de fer de l'Etat*, shorter—as follows.

The Great Canal between Bruges and Ghent is bounded by high banks on each side, and for the greater part of the distance is lined with tall trees, enlivened by occasional villas and neat gardens.

"Europe can boast no richer, goodlier scene,
By fertile fields and fruitful gardens green."

Dante (*Infer.* xv. 4-6) compares the embankment, which separated the River of Tears from the sandy desert, with that which the Flemings have thrown up between Cadsand and Bruges against the assaults of the sea:—

"Quale i Fiamminghi tra Guzzante e Bruggia,
Temendo 'l sotto che inver lor s'avventa,
Fanno lo schermo, perché 'l mar si fuggia."

The *Railroad* is carried a little to the S. of the canal, nearly parallel with it.

28 m. GHENT JUNCT. STAT. (French, Gand; Germ. Gent), on the S.E. side of the town. (Buffet, Cabinet de Toilette.) Omnibus from Rly., but better to take cab (*vigilante*); the course, 1 fr. The trains leave the station by the same rails on which they enter it. On the high ground to the l., on arriving, and on the other side of the Schelde, is the new Citadel; the church on the hill, with a dome, is St. Pierre.

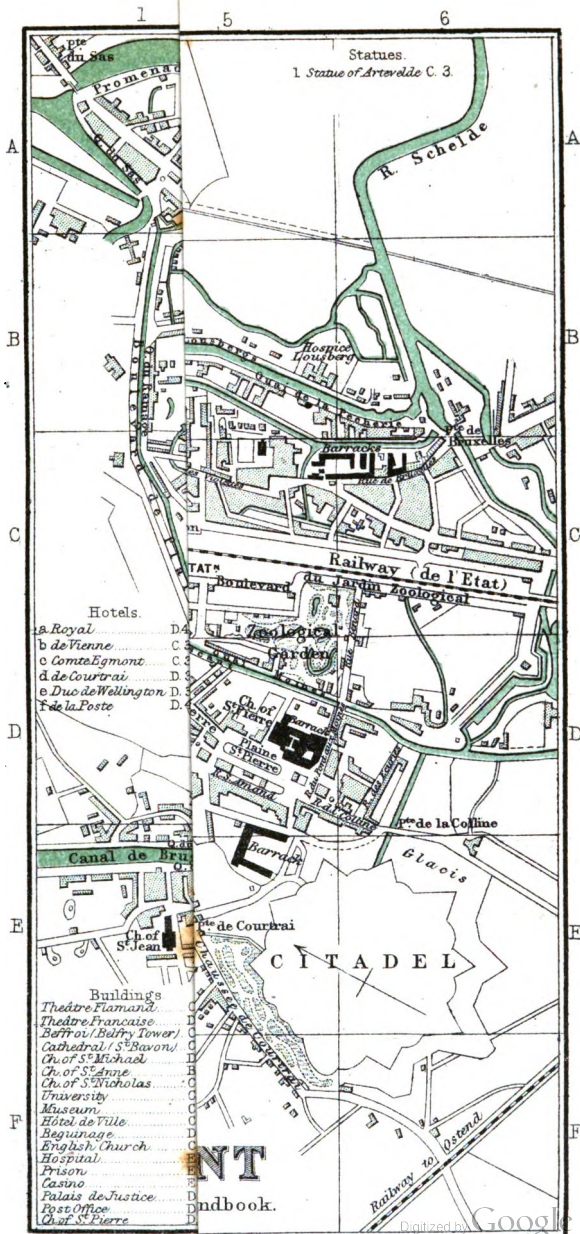
(*Inns*: H. Royal, good, on the Kauter or Place d'Armes, table-d'hôte at 1 and 4; *H. de la Poste, clean, and quiet, but dear. Table d'hôte at 1½ and 5. 2nd *Class*: H. de Vienne, good table-d'hôte at 1; Paradis; Lion d'Or; H. des Pays-Bas, Marché aux Grains, very comfortable, but small.)

Ghent lies at the junction of the rivers Schelde and Lys, whose numerous branches, traversing the town, form canals in all directions: it has 123,000 Inhab. In the time of Charles V. this was the largest and most populous city of Europe. It contained 35,000 houses and 175,000 Inhab.; and that Emperor used sportively to say that he could put all Paris into his glove (*gant*). The circumference of its walls at the present day measures between 7 and 8 m. About A.D. 1000, it fell permanently into the power of the Counts of Flanders, but in process of time the turbulent weavers, among whom a spirit of independence had early begun to work, rose up against their feudal superiors, and threw off their yoke, or obtained from them concessions and immunities which formed the origin of popular rights in Europe. At length its burghers became so bold and warlike, that they were able to repulse from their walls 24,000 English, commanded by Edward I., in 1297; and contributed to beat the flower of the French chivalry at Courtray, in the "Battle of Golden Spurs." Their allegiance to the Counts of Flanders and Dukes of Burgundy was little more than nominal; since, whenever these Princes attempted to impose a tax which was unpopular, the great bell sounded the alarm, the citizens flew to arms, and

slew or expelled from the town the officers appointed by their sovereign. It did not take long to equip an armament of burghers and artisans, who had weapons always at hand, and who repaired to the scene of action in their every-day or working dress, only distinguished by a badge, such as a white sleeve worn over it, or a white hood. Thus it happened that popular tumults were as frequent in the 14th and 15th cent. in Ghent as they have been in Paris in the 19th. On the other hand, it not unfrequently happened that the seigneur, aroused by some act of atrocity or insubordination, collected his forces together, and took signal and terrible vengeance. These courageous but undisciplined citizens then atoned for their audacity on the field of battle. Afterwards came the season of retribution and humiliation for the town: enormous subsidies were levied on it; its dearest privileges were confiscated; and its most honoured citizens and magistrates were condemned to march out of the gates in their shirts, with halters round their necks, and to kiss the dust before the feet of their lord and conqueror. The city of Ghent was several times forced to make such an abject and ludicrous act of submission. The immediate cause of its decline and ruin may be traced to this spirit of revolt.

In 1400 the city of Ghent could summon 80,000 fighting men capable of bearing arms. The number of weavers then amounted to 40,000, and they alone could furnish 18,000 fighting men out of their corporation. A custom derived from that period still exists in the town:—a bell was rung at morning, noon, and evening, to summon the weavers to their work and meals: while it tolled, the drawbridges over the canals could not be raised for the passage of vessels; and other persons were even enjoined not to go out into the streets, for fear of interrupting the vast stream of population; while children were carefully kept within doors, lest they should be trodden under foot by the passing multitude.

Though fallen from its high estate, it does not display the same signs of



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decay and listlessness as Bruges: it is still the *Belgic Manchester*. In 1804, while united to France, it was ranked by Napoleon as the third manufacturing town in his dominions,—after Lyons and Rouen. Considerable manufactures are carried on here, especially that of cotton. In 1801 a clever Fleming, named Lieven Bauens, brought over from Manchester English workmen and spinning jennies. The weaving of linen and the making of lace also give employment to many hands. The *Treaty of Peace* between Great Britain and the United States, which has been maintained for 56 years, was signed at Ghent, 1815.

The picturesqueness of the old houses of Ghent, the fantastic variety of gable ends rising stepwise, or ornamented with scrolls and carving, arrest the stranger's eye at every turn. (See § 25.) Among the chief buildings—

The *Beffroi—Belfry Tower*—280 ft. high, is one of the most ancient in the town, having been begun 1183. It has been repaired (1855), and a spire of iron, painted to look like stone, placed upon it. One of the earliest privileges which the citizens obtained from their feudal lords was to be allowed to build a belfry, and they long regarded it as a kind of monument of their power and wealth. It originally served as a watch-tower, from which the approach of an enemy might be descried, and it contained the tocsin-bell, by the tolling of which the citizens were called together to arms or to debate. One of the bells, of remarkably fine tone, still bears this inscription:—"Mynen naem is Roelant; als ick clippe dan is brandt; als ick luyde, dan is Storm im Vlaenderlandt." The Gilt Dragon on the top, which the Gantois carried off from Bruges in the wars of the 14th cent., as a trophy of their conquest of that town under the generalship of Philip Van Artevelde, has been re-gilt 1851. It originally decorated one of the Greek churches in Constantinople, and was brought from thence by the men of Bruges who went on the 4th crusade as soldiers of Baldwin Count of Flanders. The charters, title deeds, and records of

Ghent were originally deposited in the lower part of the building; it now serves as a prison.

The view from the top is certainly far more striking than that from the great tower at Bruges. The *Consierge* and keys to be found in a shop on the opposite side of Jan Street.

Charles V., when recommended by the cruel Alva to raze to the ground this town, whose rebellion had given him so much trouble, took him to the top of the Beffroi, and, showing him the vast city spread out beneath, asked, "Combien il fallait de peaux d'Espagne pour faire un gant de cette grandeur?"—How many skins of Spanish leather would it take to make such a glove?—thus rebuking the atrocious suggestion of his minister.

It is, indeed, an interesting prospect. Besides the towers and steeples of many churches, and the imposing mass of the Town Hall close at hand, in the distance may be perceived the site and ruined chapel of the Citadel, built by Charles V. to overawe the citizens. Beyond this, if we continue the survey, is the Great Béguinage, with its streets and squares; and, following the line of ramparts, still further to the left, near the Promenade of the Coupure, the Maison de Force, a vast building, resembling a wheel in its ground plan, with the steeple of the prison church rising in the centre.

The *Cathedral of St. Bavo* (Flem. St. Baef), a pointed Gothic edifice, is of less interest for its architecture than for its rich decorations and the objects which it contains. It was founded in the 12th cent., but the crypt is the only part remaining of that age. The ch. was rebuilt 1228-76. The choir and transepts are lined with black marble; the balustrades are of white or variegated marble, a species of decoration which, though splendid, by no means befits a Gothic church: the gates of the chapels are of brass, and statues and paintings ornament every vacant space. Over the plain piers, on which the simple pointed arches rest, are affixed a

considerable elevation the arms of the knights of the Golden Fleece. The last (23rd) chapter of the order was held in this church by King Philip II. of Spain, 1559. The pulpit was carved by Delveaux, an artist of Ghent.

The high altar itself is a remarkable object, bearing the statue of St. Bavon, in his ducal dress, by Verbruggen. In front of it are 4 tall copper candlesticks, remarkable as having belonged to King Charles I. It is supposed that they may have adorned the chapel of Whitehall, or St. Paul's church, and that they were sold and sent out of England in the Protectorate of Oliver Cromwell. They still bear the Tudor arms of the date of Edward VI. On each side of the choir, near the altar, are handsome monuments, with statues of 4 bishops of Ghent. The finest is that of Bp. Van Triest, by Duquesnoy.

The 24 chapels in the side aisles and round the choir contain pictures, which are here enumerated in order, beginning with that on the rt. hand as you enter the west door; those in the 5th, 10th, 13th, and 14th chapels are productions of first-rate excellence, which deserve attentive consideration. The chapels are locked, and it is necessary to obtain the services of the sacristan or kurler to open them.

In the first chapel on the rt. is a painting by *G. de Crayer*—The Beheading of St. John. 2. *Paelinck*—St. Colette receiving a Grant from the Magistrates of Ghent to establish a Convent. 3. *Cauwer*—St. John baptizing Christ. 4. *Jansens*—Our Saviour's Body in the Lap of the Virgin. 5. The first chapel in the upper church behind the choir: *Francis Porbus*—Jesus in the midst of the Doctors: most of the faces are portraits; among them Charles V. and Philip II. may be distinguished: it is a beautiful painting, but in a bad light. 6. *G. de Crayer*—Martyrdom of St. Barbe. 7. *Vander Meiren* (a pupil of Van Eyck)—Christ between the Two Thieves. 8. *Vander Heuvel*—The Woman taken in Adultery. In the 11th chapel or 6th beyond the transept is one of the finest works ever produced by the early Flemish school—the masterpiece of the brothers HUBERT and

JOHN VAN EYCK (date 1432), celebrated all over Europe. The subject is the *Adoration of the spotless Lamb. In the centre is seen the Lamb as described in the Revelations, surrounded by angels, and approached by worshippers in 4 groups: on the rt. (of the spectator), above, the holy virgins and female saints; below, the apostles and saints of the New Testament: on the l. above, the bishops and founders of monastic orders, below appear the patriarchs and prophets of the Old Testament; while in the horizon rise the Towers of the New Jerusalem (said to be those of Bruges, Utrecht, Cologne, and Maastricht). Two of the figures in the rt. hand corner of the picture represent the brothers Van Eyck. More than 300 heads may be counted in this wonderful production, all finished with the most scrupulous minuteness. The upper part of the picture contains, in three compartments, the figures of God the Father, with John the Baptist on the one side, and the Virgin on the other. The beauty and grace of her countenance are only surpassed, probably, by some of the Madonnas of Raphael.

This picture is remarkably free from the stiffness of the early school: the finish of the faces is most elaborate, and the strength and freshness of the colours in a painting 400 years old is truly wonderful. Sir Joshua says, "The figures are painted in a hard manner, but there is great character of truth and nature in the heads, and the landscape is well coloured."

Two pairs of shutters or folding doors below, and two above, painted within and without, originally formed part of this picture. The whole was taken to Paris by Napoleon, but the centre portions alone were restored. The 6 most important of the wings are now in the Royal Museum at Berlin. The originals of these are now replaced by copies from the pencil of Michael Coexie; 2 of the wings, representing Adam and Eve, are in the Museum at Brussels.

12. *G. Honthorst*—The Descent from the Cross; and, at the side, *G. Crayer*, the Crucifixion. 13. *N. Roose*—The Virgin, surrounded by Angels; on the

rt. is the monument of Bp. Van der Noot, who is kneeling before the Virgin; opposite is the monument of another bishop, who is represented meditating on the scourging of our Lord. 15. contains a masterpiece of *Rubens*, but not well preserved—St. Bavon renouncing the profession of a Soldier to enter the Convent of St. Amand as a Monk. The figure of the saint is said to be a portrait of the artist himself. "This picture was formerly the ornament of the high altar of this cathedral, but was displaced to make room for an ordinary piece of sculpture. When *Rubens* was thus degraded, one may conclude his fame was then not established: he had not been dead long enough to be canonised, as he may be said to be at present. The saint is represented in the upper part of the picture, in armour, kneeling, received by a priest at the door of a church: below is a man, who may be supposed to be his steward, giving money to the poor. Two women are standing by, dressed in the fashion of the times when *Rubens* lived: one of them appears to be pulling off a chain, which falls from her neck, as if she intended to follow the example before her. This picture, for composition, colouring, richness of effect, and all those qualities in which *Rubens* more particularly excelled, claims a rank among his greatest and best works."—*R.* It was also carried to the Louvre. *Otto Vennius*—The Resurrection of Lazarus; very good. 16. *Seghers*—Martyrdom of St. Lieven. 17. A copy from *Rubens*, the Martyrdom of St. Catherine. Opposite is the monument of Bishop Van Eersel. 19. *M. Coexie*—The Seven Works of Mercy. Descending again into the lower church, we reach the 21st chapel. Here stands the font at which Charles V. was baptized. *G. Crayer*—Assumption of the Virgin. 22. *G. Crayer*—St. Macarius praying for those afflicted with the Plague, whilst he is himself struck by the Pestilence; a good picture. 24. *Huffel*—St. Lambert carrying coals on his Surplice to set fire to the Incense. 25. *Rombouts*—The Descent from the Cross.

In one corner of the *Crypt* under the

choir lie buried Hubert Van Eyck and his sister, also a painter, who may be said to have been literally wedded to the art, since she rejected all offers of marriage in order to devote herself to it. This *Crypt* is reputed very ancient, but a large proportion of the low stumpy pillars are probably of the same age as the upper structure, and added as supports to it. St. Bavon suffered material injury from the fanatic fury of the Calvinists in 1566; 400 of the lowest class of the people, entering the church by night, commenced by torch-light the work of demolition, dashing the images and painted glass to pieces with their pole-axes, effacing the rich sculpture, and cutting the pictures to shreds. Within 3 or 4 days every church in Ghent shared a like fate. Philip II.'s vengeance, thus aroused, brought upon Belgium the curse of the Inquisition and the scourge of an Alva:—confiscation, exile, or death, were the consequences.

In the *Flamboyant Ch. of St. Michael* "is, or rather was, the celebrated Crucifixion of *Vandyk*, for it is almost destroyed by cleaning. It appears, by what remains, to have been one of his most capital works. *Vandyk* has here introduced a most beautiful horse in an attitude of the utmost grace and dignity. This is the same horse on which he drew Charles V., which is in the gallery at Florence; the head of the emperor he copied from Titian."—*R.* The picture has been so much damaged and repainted that its original merits can hardly be determined. It stands in the N. transept, with a curtain before it. Next to it is a picture by *Paelink*, 1811 (a pupil of David), the finding of the Cross by the Empress Helena, whose figure is a portrait of the Empress Josephine. There are numerous paintings by modern Belgian artists in this church. The pulpit of carved mahogany, with a bas-relief of the Ascension, deserves notice.

Opposite the N. door is the so-called *House of Count Egmont*, a fine example of the late flamboyant in domestic architecture.

The *Ch. of St. Anne*, Place d'Artevelde, near the stat., is a modern Byzantine

edifice, built 1853, from Roelandts' design. It is painted by modern Belgian artists. *St. Nicholas* is a fine old Gothic ch.

The *University* is a truly handsome modern edifice, with a noble Corinthian portico, copied from the Pantheon at Rome. It was founded by William I., King of Holland, in 1826. The entrance-hall, the staircase, and the amphitheatre, where academic meetings are held and the prizes are distributed, are very fine, exhibiting great taste, and reflecting the highest credit on the architect, M. Roelandts. The *Museum* of natural history is of considerable extent, and very good, especially in its anatomical and osteological collections. The library amounts to 80,000 volumes. The number of students is about 400. The entrance is behind, in the Rue Longue des Marais. This is one of two State universities, Liège being the other.

The **Hôtel de Ville*, not far from the Belfry, has two façades in different styles (restored?). That to the N. including the elegant turret or tribune at the corner, in the richest flamboyant Gothic, overlaid with ornaments, dates from 1480-87; that to the E. added 1595-1628, in the style of the Italian Renaissance, facing the Butter Market, has columns of 3 different orders one above another. The Congress of Confederates, who assembled in 1576 to expel the Spaniards from Belgium, signed the treaty known in history as the *Pacification of Ghent* in the Salle du Trône. The interior of the building displays one or two modern paintings, and nothing of interest.

The *Museum* or *Academy*, Rue St. Marguerite (entrance at the side of the Augustine Church, admission at all hours with a fee of $\frac{1}{2}$ fr.), has no good pictures. These are the best: *Rubens*—St. Francis receiving the Stigmata, or 5 holy wounds; formerly in the Church of Recollets, where Sir J. R. saw it. He says of the figure of St. Francis, that it is "without dignity, and more like a beggar; though his dress is mean, he ought surely to be represented with

the dignity and simplicity of a saint. Upon the whole, Rubens would appear to no great advantage in Ghent, if it was not for the picture in St. Bavon."—21. The Last Judgment. *M. Coëx*—The Emperor Charles V. landing in Africa.—Francis I., made prisoner at Pavia, yields up his sword to De Lannoy, a Flemish knight.—Rough sketches executed with great boldness, and made by *Gaspar de Crayer* to decorate the arch of triumph, erected on the occasion of the visit of the Infant Ferdinand to Ghent. *J. Jordaens*—The Woman taken in Adultery. *T. Duchatel*—The Installation of the Emperor Charles VI., 1668, as Count of Flanders, in the *Marché au Vendredi*; a great number of figures in the manner of Teniers. There are some modern pictures: by *Gallaix*, Christ and the Pharisees; de Keyser, Verboekhoven, &c.

The *Marché au Vendredi* (Vrijdags Markt) is a large square surrounded by ancient houses, named from the day on which the market is held in it. The ceremonies of the inauguration of the Counts of Flanders were celebrated on this spot with a pomp and splendour hardly to be conceived at present. Here also was the rendezvous of the "Trades Unions" of the middle ages, whenever a real or supposed breach of the privileges of their guilds or corporations on the parts of their rulers excited these turbulent spirits, "*ces têtes dures de Flandres*," to rebellion. Here their standards were planted, around which they rallied in arms. On this spot, James van Artevelde, descended from one of the noblest families of Flanders, but called the Brewer of Ghent, because he had enrolled himself in the corporation of brewers to flatter the popular vanity by ranking himself among the people, at the head of his partisans, chiefly weavers, encountered the opposite faction of fullers, in a civic broil, with such bloodthirsty fury, that the presence of the host, which was brought out upon the spot to separate the combatants, was disregarded, and 1500 corpses of citizens slain by fellow-citizens were left on the square. The

day was afterwards marked in the annals of the town as Evil Monday. It was in this place, 40 years after, that James's son, Philip van Artevelde, was saluted Ruwaert or Protector of Ghent, and received (1381) the oath of fidelity from his townsmen, when called upon to lead them against Louis of Maelle. A statue of Jaques by Devigne Quys has been set up here. The story of Van Artevelde is told in Henry Taylor's drama.

In the *Marché au Vendredi*, also, at a later period, under the Duke of Alva (who is said to have occupied an ancient house at one of the corners), were lighted the fires of the Inquisition. Many thousands perished during those religious persecutions, which dispersed the best and most industrious citizens of Ghent over other lands, and struck a fatal blow at her commercial prosperity. At one end of the *Marché*, in the *Place au Grand Canon*, is an enormous cannon, 18 ft. long and 10½ in circumference, named *De dulle Griete*, or Mad Margery; it is of hammered iron, hooped like a tub, was made in the days of Philip le Bon, 1452. It resembles the huge bombard in Edinburgh Castle, called Mons Meg.

Adjoining the *Marché aux Poissons* is the *Place St. Pharaïlde*, in one corner of which still stands the old turreted gateway, called the *Oudeburg*, or 's *Gravensteen*, the Count's castle, a relic of the castle of the Counts of Flanders, founded by Baldwin Bras de Fer, 868. The small portion that remains, consisting of an old archway and turret (date 1180), is now incorporated in a cotton factory. In the years 1338-9 it was the residence of Edward III. and his family; and his Queen Philippa here gave birth to a son, who was called, from his birth-place, John of Gaunt. An intimate alliance long existed between the men of Ghent, or Gaunt, and the English, particularly during the reigns of the Edwards. The Flemings were deeply interested in procuring our wool for their cloths; the English sovereigns, on the other hand, were glad to secure "the good towns"

and weavers of Flanders as allies to assist them in their designs upon the crown of France, and threatened to prohibit the exportation of wool when the men of Ghent opposed their wishes, or refused to embrace their cause.

James van Artevelde, the Brewer of Ghent, was a faithful ally of Edward III., who used familiarly to call him "his dear gossip;" and the Queen Philippa stood godmother to his son Philip. It was at his suggestion that Edward assumed the title of King of France, and quartered the fleurs-de-lis with the arms of England, from which they were not removed till 1802. The English connection was in the end fatal to James, and led to his being killed by the citizens whom he had so often led as easily as sheep, by his talents, courage, and eloquence. In 1344 Edward III. crossed over to Sluis at the invitation of James, who, relying on his influence with the citizens, had promised to make him lord and heritor of Flanders. But this proposal was distasteful to the men of Ghent, who were unwilling to disinherit their natural lord; and, during Van Artevelde's absence to confer with Edward, the popular discontent against him, increased by rumours that, during his administration of the affairs of Flanders, he had secretly sent large sums of money out of the country to England, was excited in a high degree, and "set them of Gaunt on fire." "As he rode into the town about noon, they of the town knew of his coming, and many were assembled together in the street where he should pass, and when they saw him they began to murmur, and to run together their heads in one hood, and said, 'Behold yonder great master who will order all Flanders after his pleasure, the which is not to be suffered.' As he rode through the street he perceived that there was some new matter against him, for he saw such as were wont to make reverence to him as he came by turn their backs towards him and enter into their houses. Then he began to doubt, and as soon as he was alighted in his lodging he closed fast his doors, gates, and

windows. This was scant done but all the street was full of men, and especially those of the small crafts, who assailed his house both behind and before." Though stoutly resisted, their numbers prevailed. Artevelde in vain addressed them from an upper window; the eloquent tongue was now little heeded in the frenzy of popular excitement. "When Jacques saw that he could not appease them, he drew in his head and closed the window, and so thought to steal out on the backside into a church that joined his house, but it was so broken that 400 persons were entered in, and finally there he was taken and slain without mercy, and one Thomas Denys gave him his death stroke." — *Froissart*. A metal shield on the balcony of a house near the corner of the Place du Calendre marks the site of Van Artevelde's house. The scene of his murder was near a side-door opening from it into the lane called the Padden Hoek (Toad's Corner).

Many military and commercial treaties were made with the English by both the Artevelde: they aided each other with troops on land and ships at sea; and the connection between the two countries was not finally broken off until Flanders fell by inheritance to the Dukes of Burgundy, 1384.

The Empr. Charles V. was born at Ghent, in the palace named *Prinssenhof*, now pulled down, but its site is marked by a street named after it. The turbulence and sedition of his subjects and fellow-citizens of Ghent repeatedly gave annoyance to Charles, till at length a more formidable insurrection broke out. It originated in the discontent caused by his demand of an enormous subsidy from the citizens to carry on the war against France, which was soon fomented into open rebellion. Having put the town into a state of defence (1539), they secretly tendered their allegiance to Francis I. He, however, not only declined the offer, but very treacherously disclosed the secret to the Emperor. Charles was in Spain, but no sooner did this intelligence reach his ears than he de-

cided upon putting down the treason in person. To save time he daringly accepted the permission offered by his rival Francis, to pass through the French territory. Great was the consternation in Ghent when it was announced that Charles, who was supposed to be many hundred miles off, had suddenly arrived before the city, and had surrounded it with a large army. Messengers were despatched to sue for his forgiveness, but, without granting conditions, he demanded instant admittance within the walls, and entered in triumph. It was while deliberating on the punishment to be inflicted that the infamous Duke of Alva suggested the annihilation of the whole city. Charles, however, was satisfied with a cruel but less sweeping retribution; 14 of the ringleaders were beheaded, others were banished, and their goods forfeited. The city was declared guilty of *lèse-majesté*, and, in consequence, the magistrates and principal citizens, the chiefs of the guilds and of the corporation of weavers, were compelled to present themselves before Charles in black gowns, with bare heads, and with halters round their necks, and to demand pardon on their knees. He exacted as a further penalty that the magistrates should never appear in public without the halter. This, which was intended as a badge of ignominy, was afterwards converted into a decoration. The rope, in the course of years, became a rich silken cord, and was worn round the neck as an ornament, tied with a true lover's knot in front. By the same sentence all the privileges of the city, together with the cannon and other arms of the commonalty (*commune*), of the trades, and of the weavers' guild, were confiscated; and even the famous bell, called Roland, which was convicted of having played a very turbulent part with its tongue during the insurrection, was taken down from the Beffroi.

As a further check to their turbulence, and for the entire restriction of their liberties, the Emperor laid the first stone of the old *Citadel*, outside the Porte d'Anvers, now pulled down. This for-

tress served afterwards as a prison to Counts Egmont and Horn; and when the Flemings took up arms to throw off the Spanish yoke 1570, it was besieged by the townspeople under the Prince of Orange. It was long and vigorously defended by the Spaniards. At last 3000 men of Ghent, wearing white shirts over their clothes to distinguish themselves, attempted to carry it by assault, Nov. 10. The ladders, however, were too short, and they were compelled to retire with loss. The next morning, while they were preparing to renew the attack, the Spaniards sent to capitulate. When at length terms were granted the besiegers were not a little astonished to see the Senora Mondragon march out at the head of 150 men and a number of women and children, the sole remains of the garrison, whom she had headed and commanded during the whole siege, in the absence of her husband the governor.

The **Old Citadel* was afterwards levelled with the ground by a decree of the States General; and the citizens, with their wives and children, working like common labourers, assisted in demolishing the stronghold of tyranny. Near the Antwerp Rly. Stat. may be seen the only remains of it; some shattered walls, as well as parts of cloisters of the monastery of St. Bavon, and a small octagonal *Baptistery* or Chapel of St. Macarius, in the Romanesque style (date probably about 1067). It may interest the antiquary and architect.

The *modern Citadel*, begun 1822, finished 1830, and surrendered in Oct. of that year by the Dutch garrison to the Belgians, is situated on Mont Blandin, which is the end of the high land on which the western part of the city stands. It is one of the chain of fortresses defending the Belgian frontier, and commands the course of the Schelde and Lys.

Ghent communicates with the sea by a great *Canal* which enters the Schelde at Terneuse. It gives the city all the advantages of a seaport; vessels draw-

ing 18 ft. water can unload in the basin, finished 1828, under its walls. At Sas van Ghent, about 14 m. N., are sluices, by means of which the whole country could be laid under water.

The **Béguinage*, removed to near the Antwerp rly. stat., is one of the few nunneries not suppressed by Joseph II., or swept away by the French Revolution. It is built in the Gothic style, of red brick, by the architect Bethune, and is of great extent, with streets, squares, and gates surrounded by a wall. It is certainly worth a visit. In the church the traveller will have an opportunity of seeing the whole sisterhood assembled. They amount to more than 600, and many are persons of wealth and rank. The sight of so large an assemblage, all in black robes and white veils (the ancient Flemish *faïlle*, which they still retain), barely illuminated by the evening light and a few lamps, has a picturesque effect. The novices are distinguished by a different dress; and those who have just made their religious profession wear a wreath round their heads. The sisters live generally in separate houses. On the doors are inscribed the names, not of the tenant of the house, but of some saint who has been adopted as its protectress, but there are also convents for those who prefer to live in regular community, following the rules of St. Dominic. This is the principal establishment of the order, which numbers in Belgium 6000 sisters. The Béguines are bound by no vow; they may return into the world whenever they please, and sisters have been known to quit the order after having entered it. They attend to the sick in the Béguinage, as nurses, and are constantly seen at the Hospital. Many seek employment in making *Lace*, which may be purchased of them good, on moderate terms.

There is *English Church service* in the chapel on the Brabant Dam, near the Stat. at 10.20 and 2.30.

The *Bilock* (a Flemish word signifying enclosure) is the principal Hospital of Ghent: it was founded 1225,

and is capable of holding 600 sick. The refectory is an unusually fine specimen of the brick architecture of the 13th cent. James van Artevelde, it is believed, was buried in the church of the Bilock, after having been assassinated in his own house. It was in the Bilock that he was proclaimed by his townsmen Ruwaert, or Protector of Flanders, and here he assembled the men of Ghent to plead in favour of an alliance between them and Edward III.

The *Promenades* at Ghent are the double avenue of trees by the side of the *Coupure*, or canal, cut in 1758, to unite the Lys and the Bruges canal together, and the *Boulevards* facing the Schelde. Near the *Coupure* is the *Penitentiary* (Maison de Détention), an octagon building of vast extent, begun 1772, and finished 1824. It is particularly well managed, and was held up as a pattern by Howard the philanthropist, and has served as a model for many others, not only in Europe, but in America. It is shown only to professional men, physicians and surgeons.

The *New Casino*, a handsome building by Roelands, stands also near the *Coupure*, and is well worth notice. It has a literary and scientific, as well as a social purpose. Splendid *Flower Shows* take place here in March and June.

The *Kauter* (a Flemish word signifying a field), or Place d'Armes, within the town, is a square planted with trees, and surrounded by large buildings. A military band plays here in summer on Sundays and on Wednesdays.

The *Palais de Justice*, another striking building by Roelands, stands near the Theatre. The ground floor serves as the Exchange; the upper chambers are appropriated as courts of justice.

On the *Quai aux Herbes* stands the *Maison des Bateliers*, perhaps the most picturesque house in Ghent, having the date 1513. The insignia of the watermen's craft (whose guild was held here) and the arms of Charles V. are carved on its gables (§ 25).

The *Halle au Blé*, *Quai aux Herbes*, is

another specimen of old domestic Gothic, date 1325.

Hubert Van Eyck, the painter, lived in a house at the corner of the Rue des Vaches and the *Marché aux Oiseaux*, near the Kauter: it has received a modern front.

The *Theatre* stands in a narrow street not far from the Place d'Armes. Its saloon, concert and ball-rooms are magnificent. The building cost the town of Ghent 2,500,000 fr. It is open in autumn and winter.

There is a *Flemish theatre* near the Church of St. Peter, open on Sundays.

Concerts on Mondays and Fridays at the Zoological Gardens, near the Great Rly. Stat., and at the Casino, or Society of St. Cécile, on Sundays and Thursdays at 6 o'clock.

Of the *Clubs* of Ghent the principal is *La Concorde*. There are also *l'Union* and the *Société royale des Chœurs*. Admission to any of them on the introduction of a member. Strangers should apply to the hotel-keeper.

The *Nursery Gardens* of *Van Houtte and Co.* and *Verschaffelt* are the largest and best stocked in Belgium. Many choice trees, shrubs, and flowers may be found here, and the gardens are a pleasant resort.

The *Post Office* is in the Rue de l'Université.

Railroads.—Ghent to Antwerp, *viâ* Lokeren, a line worked by a private company. Ghent to Bruges by *Ecloo*. Station near the old gate of Antwerp. From the *Great Station*, near the Church of St. Pierre, run the several lines of the *Chemins de Fer de l'Etat*. To Brussels *viâ* Alost; to Antwerp *viâ* Malines; to Malines, Louvain, Liège; to Grammont, Mons; to Courtrai, Tournai, Lille, Paris; to Bruges and Ostend.

Railroad, Ghent to Brussels.

Distance 36 m., time, exp., 1 hr. 12 trains daily.

Direct line to Denderleeuw in progress; in the mean time the Ghent-Mechlin Rly. is followed to

9 m. Wetteren Junct. Stat.

For the continuation of the line to *Termonde* and *Malines* see below

17 m. *Alost* (or *Aalst*) Junct. Stat. (Inns: H. Pays-Bas; H. Trois Rois). A town of 19,000 Inhab., on the Dender.

The *Ch. of St. Martin*, seen from rly., is limited to choir, transept, and 3 bays of a nave erected 1498 after a fire; it is very beautiful. The choir-stalls are by Geerts, of Louvain. In the chapel of St. Sebastian is the grave of Dirk Martins, a learned printer of Alost, d. 1534: his epitaph is by Erasmus. Here is a celebrated *picture, St. Roch interceding with our Saviour to appease the plague at Alost, by *Rubens*. It is one of his most sublime works, and was carried to Paris by the French. "The composition is upon the same plan as that of St. Bavon at Ghent. The picture is divided into two parts. The Saint and Christ are represented in the upper part, and the effects of the plague in the lower part of the picture. In this piece the grey is rather too predominant, and the figures have not that union with their ground which is generally so admirable in the works of Rubens. I suspect it has been in some picture-cleaner's hands, whom I have often known to darken every part of the ground about the figure, in order to make the flesh look brighter and clearer, by which the general effect is destroyed."—*Sir J. R.*

Near the H. de Ville, rebuilt by Roelandt, is the ancient *Maison de Commune*, a fine Gothic edifice, founded in 1210; its tower and balcony in front date from 1487.

Alost is a great hop-market, and has considerable manufactures of linen: the fields are white with webs laid out to bleach.

[About 7 m. from Alost is *Assche*, a small town of 4000 Inhab., trading in flax and hops. "A particular sort of cake is made here: the Flemish name of it has a marvellously uncouth appearance; it is *suikerkoekjes*; nevertheless they are good cakes, and sold by

Jodocus de Bischoep, next door to the auberge *La Tête de Bœuf*."—*Southey*.]

Rly.—N. to Termonde Junct. Stat. (see below); S. the line continues to 4 m. *Denderleeuw* Junct. Stat.

Branch Rly.—S. by *Ninove* (Inn: H. de l'Etoile) to *Grammont* Junct. Stat.; W. to Audenaerde (Rte. 15B); E. the line continues to

BRUSSELS (STAT. du Nord) (See Rte. 23).

Wetteren to *Malines*.

The line proceeds E. by 8 m. *Audeghem* Junct. Stat.

The river Dender is crossed before reaching Dendermonde or

2 m. *Termonde* Junct. Stat. (Inns: H. Plat d'Etain; H. Aigle. In a room at the Stork took place a secret meeting between Wm. I. Prince of Orange, Egmont, Horn, and Lewis of Nassau, to concert measures for resisting the tyranny of Philip II., 1566.) *Termonde*, *Flem.* DENDERMONDE, a name rendered familiar to English ears by "my Uncle Toby's" constant reference to the siege of 1706, is a primitive Brabant town of 17,000 Inhab. and a strong fortress on the rt. bank of the Schelde, at its junction with the Dender. By means of sluices the surrounding country, which is marshy, can be laid under water. Louis XIV., who had been nearly drowned, along with his army, in attempting its siege in 1667, when told that Marlborough was about to besiege it, replied, "he must have an army of ducks to take it." Nevertheless, owing to the prevalence of a drought of 7 weeks, the garrison were quickly obliged to surrender unconditionally to the English, 1706. The *Ch. of Notre Dame*, erected 1388, surmounted by an octagon tower, contains a Crucifixion and Adoration of the Shepherds, by *Van Dyk*; a Virgin and Saints by *Crayer*; and an ancient font sculptured in the style of that at Winchester, out of a square block. The house of Teniers the younger is still pointed out, Rue de l'Eglise.

Rly. N. to Lokeren (Rte. 22), S. to Alost and Denderleeuw (Rte. 21).

12 m. *Capelle-aux-Bois* Stat. The Brussels canal is crossed just after leaving this station.

The Louvain canal is crossed shortly before the railway reaches

5 m. *MECHLIN* STAT. (See Rte. 23).

Stat., Pop. 12,000, seated on a small stream, the Mander, amidst very fine meadows. The *Town Hall* is a long ancient building in the market-place, in the middle of the town. It has a large square tower, apparently more ancient than the body of the building, at its S. end, and a slender but graceful miniature spire in its centre. The *Ch. of St. Michael* is a plain and rather small structure, with a very beautiful spire, beginning of the 16th cent. Some of the best lace in Flanders is manufactured at Roulers, and a small quantity of woollen stuff. It is an important linen-market.

Rumbeke Stat. *Gothic Ch.* and chateau of the Count de Thiennes.

Iseghem Stat., about 8000 Inhab. Cross the Maudelbeke, a tributary of the Lys.

7 m. *Ingelmunster* Junct. Stat. (Branch line to Deynse passing Thielt, a town of 12,000 Inhab.)

6 m. *Courtrai* Stat. (See Rte. 15A.)

ROUTE 21A.

BRUGES TO COURTRAI.—RAIL.

52 kilom. = 32 Eng. miles.

Bruges. (Rte. 21.) Station the same as that of the Ghent and Ostend Railway. 6 trains a day, in 1 hr. 10 min. to 1 hr. 55 min.; many stops; very slow.

11 m. *Thorout*, Junct. Stat. (*Inns*: Duc de Brabant; Cygne. 8194 Inhab.) stands in a fertile but flat country. A little coarse woollen cloth and much excellent lace are manufactured here. It is a very ancient town. Near it is the Castle of Wynendael, once a hunting-seat of Robert the Frieson, 10th Count of Flanders (1090). Branch rly. to Ostend (Rte. 20).

3 m. *Lichtervelde* Junct. Stat. Here the line to Furnes and Dixmude (Rte. 17) diverges.

5 m. *Roulers* (Rousselaere, Flem.)

ROUTE 22.

GHENT TO ANTWERP.—RAIL.

50 kil. = 31 Eng. m., 2 hrs., including ferry, express, 1½ hr.

The station is near the *Porte d'Anvers*, 2 m. from the centre of the city of Ghent.

(There is another rly. to Antwerp, by Termonde and Malines, see Rtes. 21 and 23.)

The line passes through the *Waes-*

land, one of the most populous districts, the best cultivated, and the most productive for its extent in all Europe. At the time of the civil wars in Flanders it was nothing more than a bare and open heath. At present there is not an inch of ground which is not rendered productive in the highest degree: every field receives as much care and attention as a garden, or a bed of tulips; and the natural soil, little better than barren sand, has been covered artificially with the richest mould. (See HOLLAND, *Introd.* § 17.) Though the country is flat, it is far from uninteresting, being varied with large villages and neat farms, covered with beautiful cattle, the richest and closest fields of corn or crops of flax, and inhabited by a healthy population. The district of St. Nicholas, perhaps the most thickly peopled in Europe in proportion to its extent, numbers 5210 Inhab. upon every square league. The mode of farming pursued in this district is worthy the attention of every agriculturist. Such a pattern of laborious cultivation is not to be found in the whole of Europe. The land is singularly subdivided among a great number of small proprietors. In a distance of 18 m., 705 plots, belonging to 500 different persons, are crossed. Each holding averages $\frac{1}{3}$ of a hectare, and is surrounded by hedges and trees.

4 m. *Loochristy* Stat.; the castle, not far off, is an interesting specimen of the domestic architecture of the 16th cent. It is surrounded by a wide moat, approached by a drawbridge. It was once a hunting-seat of the Bishops of Ghent.

7 m. *Lokeren* Junct. Stat. (*Inn*, H. Quatre Sceaux), a town of 18,570 Inhab., on the Durme. The *Ch.* of *St. Laurentius*, 17th cent., has a fine pulpit and confessional, and some pictures. There are extensive bleaching-grounds here. Railway to Ath, by Alost.

St. Nicholas Stat. (*Inn*, H. Quatre Sceaux), 24,340 Inhab., entirely Rom. Cath., said to have the largest market of flax in the world. Its great square is scarcely big enough to hold the

crowd assembled on market-day (Thursday). One of the churches is decorated with paintings by Belgian artists, Guffens, Swerts, &c., and is worth a visit.

6 m. *Beveren* Stat. Pop. 8000.

Beyond the neat village of

3 m. *Zwynndrecht* Stat. the cathedral of Antwerp comes in sight. For 3 years the whole district, and even the high road, lay many feet under water, introduced by cutting the dykes above the Tête de Flandre during the siege of Antwerp. 12 Dutch gun-boats floated over the polders, or fields, which are many feet lower than the level of the river at high-water. The coming and ebbing tides covered the surface with sand; and the ground, deprived of all vegetation, for a time remained a barren morass, interspersed with pools.

Near Antwerp the Schelde makes so great a bend as to convert its l. bank into a tongue of land. The only approach to Antwerp on this side lies along the top of the dykes which intersect the low polders, and divide them from one another and from the Schelde. At the extremity of this tongue of land is situated the Fort called

2 m. *Tête de Flandre* (Vlaemisch Hoofd), Terminus, on the l. bank of the river, exactly opposite Antwerp, forming a principal outwork and tête de pont to that fortified town. It contains a few small houses within its rampart. Napoleon considered its situation more advantageous than even that of Antwerp, and designed to found a new city here.

The Ghent railway station is here; the passengers and private carriages are embarked in a steam ferry-boat, which plies across the Schelde every $\frac{1}{4}$ hr. The best view of Antwerp is obtained from this point. The Schelde is nearly 500 yards wide here, and is deep enough for a 74-gun ship. The "coupure," or cutting of the dyke, by which the Dutch laid the land on the l. bank under water (1832) for 3 years, was made a little way above the Tête de Flandre, opposite the citadel. The repairs of this breach cost 2 millions of francs.

In going to Ghent tickets are taken on the quay at Antwerp.

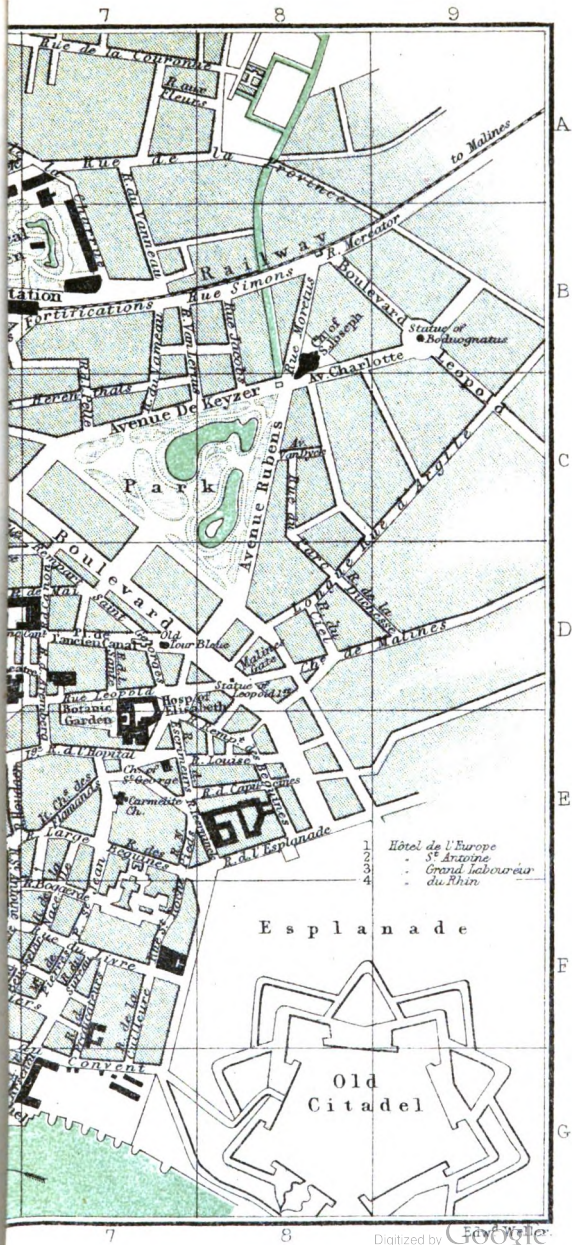
ANTWERP (Flem. ANTWERPEN; Fr. ANVERS; Span. AMBERES). *Inns*: *H. de l'Europe, near the Post Office, very good;—*Hôtel St. Antoine; table-d'hôte at 5, first rate; both on the Place Verte, near the cathedral;—*Grand Laboureur, Place de Meir, very good and quiet; H. de la Paix, Rue des Menuisiers, well managed and central; H. des Flandres, Place Verte; *2nd-class Inns*: H. des Pays-Bas; H. du Rhin, on the Schelde, Quai Van Dyk.

A strongly fortified city, Pop. 142,000, with a citadel, 60 m. from the sea, on the rt. bank of the Schelde (l'Escaut, Fr.), which is here navigable for vessels of large burden; the tide rises 12 ft., and the water is brackish. The most probable and simple derivation of the name is from the Flemish *aen't werpen*, on the cast(of the anchor). In the 16th cent., when at the height of its splendour and prosperity, it is said to have numbered 200,000 Inhab. Its merchants, indeed, were princes in wealth, and their houses splendid palaces. No city of Belgium now presents grander streets and squares, the finest of which is the Place de Meir, where is the king's palace; and the equally splendid palatial residence rising on the *Boulevards* which occupy the site of the old ramparts, and its magnificent line of *Quays* along the Schelde, are unrivalled in Belgium. The cathedral, near the centre of the town, is surrounded by several open squares, but there is near the Schelde an intricate labyrinth of narrow lanes, inhabited by the lower orders. In the days of Charles V., 2500 vessels might be seen at one time lying in the river. 500 loaded waggons on an average entered its gates daily from the country. The money put into circulation annually exceeded 500,000,000 guilders, and 5000 merchants met twice every day on the Exchange.

The tyranny of Alva, under the directions of his bigoted master, Philip

II. of Spain, caused the decay and fall of its prosperity. The establishment of the Inquisition, and the persecutions occasioned by it, drove thousands of industrious inhabitants to seek an asylum elsewhere. To this persecution England is indebted for her silk manufactures, which were introduced by Flemish refugees from Antwerp, in the reign of Elizabeth. Another blow to its prosperity was the memorable siege of 14 months in 1585, which ended in its capture by the Prince of Parma, one of the most memorable exploits of modern warfare, whether we consider the strength of the place, the hearty resistance offered by the citizens, who yielded at last only when starved out by famine, or the political consequences resulting from it. Then came the loss of the navigation of the Schelde, which fell into the hands of the Dutch at the union of the Seven Provinces; and the subsequent closing of the river by the peace of Westphalia, 1648, completed its commercial ruin, from which it was only beginning to recover when the Revolution of 1830 broke out, by which the profitable commerce carried on with the Dutch colonies was annihilated. Once more Antwerp has risen to be one of the prominent cities of Europe and the greatest port of Belgium. Since 1862 a special transformation has occurred in consequence of the removal of the old ramparts, which has given great expansion to the city; while the construction of fortifications on a wider circle, perhaps the most scientific in Europe, has converted Antwerp into an entrenched camp.

Antwerp enjoys a high reputation from its encouragement of the arts, and the eminent artists it has produced. At the head of this list, Rubens (who lived here, and whose parents were of Antwerp) and Vandÿk, besides Teniers, Jordaens, Quentin Matsys, &c.: the power and genius of Rubens especially, whose masterpieces still exist here, are nowhere else to be equally understood and appreciated. The Academy or Corporation of St. Luke, in this city, for the



encouragement of painting, was one of the oldest societies of the kind in Europe; it was founded in 1454 by Duke Philip the Good, and endowed by Philip IV. of Spain, and may be regarded as the cradle of the Flemish school, which has made a fresh start in the 19th cent. in producing such painters as *Leys*, who was born here, and others.

This city is the chief military defence of Belgium, and is strengthened by all the inventions of modern engineering. The old fortifications, now removed, moulded the city into the shape of a half-circle or bow, the chord being formed by the Schelde. Through the centre of this, at right angles with the river, runs a great avenue, under the names of the *Marché*, the *Place Verte*, where is the Cathedral, and statue of Rubens by Geefs (1840,) and the *Place de Mair*, a long and wide street formed by bridging over an old canal.

The churches are open from 6 to 12 and 4.30 to 5.30. Some contain valuable paintings, but the finest of these are veiled and only uncovered between 12 and 4, on payment of a fee of 1 fr. for 1 person (proportionate reduction for a party).

The **Cathedral of Notre Dame*, one of the largest churches and most beautiful specimens of Gothic architecture in the Netherlands. It was erected between 1352 and 1411. The W. front and tower are of the 15th cent. The interior, divided into 7 aisles, is simple and imposing: it is 390 ft. long and 250 wide, and the effect of the vastness of its lofty choir and nave, with *treble* aisles on each side, is assisted by its being all finished on the same uniform plan, and left open. The Ch., with countless others in Belgium, was sacked by a wild Calvinist rabble in 1566, when its rich altars, ornaments, and sculptures, were either burned or carried off. In the choir a chapter of the Golden Fleece was held in 1555 by Philip II. of Spain, at which nine sovereign princes were present, as knights of the order.

The great attraction in this church is

the masterpiece of Rubens—*the Descent from the Cross. It hangs commonly in the S. transept, near the door leading out of the Place Verte. On one of the lateral pieces or folding doors is represented the Salutation of the Virgin; on the other the Presentation of the Child Jesus in the Temple; and on the back of them are a colossal figure of St. Christopher carrying the Infant Saviour, and a hermit.

"This picture, of all the works of Rubens, is that which has the most reputation. I had consequently conceived the highest idea of its excellences; knowing the print, I had formed in my imagination what such a composition would produce in the hands of such a painter. I confess I was disappointed. However, this disappointment did not proceed from any deficiency in the picture itself; had it been in the original state in which Rubens left it, it must have appeared very different; but it is mortifying to see to what degree it has suffered by cleaning and mending. That brilliant effect, which it undoubtedly once had, is lost in a mist of varnish, which appears to be chilled or mildewed. The Christ is in many places retouched, so as to be visible at a distance; the St. John's head repainted; and other parts, on a close inspection, appear to be chipping off, and ready to fall from the canvas. However, there is enough to be seen to satisfy any connoisseur that in its perfect state it well deserved all its reputation.

"The composition of this picture is said to be borrowed from an Italian print. The greatest peculiarity of this composition is the contrivance of the white sheet on which the body of Jesus lies: this circumstance was probably what induced Rubens to adopt the composition. He well knew what effect white linen, opposed to flesh, must have, with his powers of colouring,—a circumstance which was not likely to enter into the mind of an Italian painter,* who probably would have

* Rubens possibly obtained the idea of this picture from a celebrated one of the same subject, in the church of the Trinità de' Monti at Rome, by Daniel di Volterra, who was assisted in it by Michael Angelo: there is some similarity in the two works.

been afraid of the linen's hurting the colouring of the flesh, and have kept it down by a low tint. And the truth is, that none but great colourists can venture to paint pure white linen near flesh; but such know the advantage of it. I consider Rubens's Christ as one of the finest figures that ever was invented; it is most correctly drawn, and, I apprehend, in an attitude of the utmost difficulty to execute. The hanging of the head on his shoulder, and the falling of the body on one side, give it such an appearance of the heaviness of death, that nothing can exceed it.

"Of the three Maries, two of them have more beauty than he generally bestowed on female figures, but no great elegance of character. The St. Joseph of Arimathea is the same countenance which he so often introduced in his works—a smooth, fat face,—a very unhistorical character. The principal light is formed by the body of Christ and the white sheet; there is no second light which bears any proportion to the principal. In this respect it has more the manner of Rembrandt's disposition of light than any other of Rubens's works; however, there are many detached lights distributed at some distance from the great mass, such as the head and shoulders of the Magdalen, the heads of the two Maries, the head of St. Joseph, and the back and arm of the figure leaning over the cross; the whole surrounded with a dark sky, except a little light in the horizon and above the cross.

"The historical anecdote relating to this picture says that it was given in exchange for a piece of ground (belonging to the guild of Arquebusiers) on which Rubens built his house; and that the agreement was only for a picture representing their patron, St. Christopher, with the infant Christ on his shoulders. Rubens, who wished to surprise them by his generosity, sent 5 pictures instead of 1,—a piece of gallantry on the side of the painter which was undoubtedly well received by the Arquebusiers, since it was so much to their advantage, however expensive to

the maker of it. It was undertaken 1611, and set up 1612. All those pictures were intended to refer to the name of their patron *Christopher*.

"In the first place, the body of Christ on the altar is borne by St. John, St. Joseph of Arimathea, Mary Magdalen, &c. On one side of the left door is the Salutation of Mary and Elizabeth. The Virgin here bears Christ before he is born."—R.

The two doors when closed form a single picture, representing St. Christopher himself bearing the Infant on his shoulders, guided by the light of a hermit's lantern. "The hermit appears to be looking to the other side; one hand holds the lantern, and the other is very naturally held up to prevent the light from coming upon his eyes. On the reverse of this door we have another Christopher, the priest Simeon bearing Christ high in his arms, and looking upwards. This picture, which has not suffered, is admirable indeed, the head of the priest more especially, which nothing can exceed; the expression, drawing, and colouring are beyond all description, and as fresh as if the piece were just painted. The colouring of the St. Christopher is too red and bricky, and the outline is not flowing. This figure was all that the company of the Arquebusiers expected; but Rubens justly thought that such a figure would have made but a poor subject for an altar."—R.

This picture, and the Elevation of the Cross, have undergone very judicious reparation and cleaning; so that it is probably in far better condition now than when seen by Sir Joshua in 1789. At any rate, it is the opinion of the best judges that his praise of this truly wonderful picture is on the whole too qualified. He has omitted to mention the well-known story of the share which Vandyk is said to have had in the painting. While the work was in progress, and during the absence of Rubens, the picture was thrown down by accident or carelessness of his pupils, and received serious injury in the fall. Vandyk was selected as the most skilful

hand among them to repair the damage, and succeeded so well, that Rubens, on his return, declared that he preferred his scholar's work to his own. The parts restored by him were the cheek and chin of the Virgin, and the arm of the Magdalen.

In the opposite or N. transept is **the Elevation of the Cross*, "the first public work which Rubens executed after he returned from Italy. In the centre is Christ nailed to the cross, with a number of figures exerting themselves in different ways to raise it. One of the figures appears flushed, all the blood rising into his face from his violent efforts; others in intricate attitudes, which, at the same time that they show the great energy with which the business is done, give that opportunity which painters desire, of encountering the difficulties of the art, in foreshortening and in representing momentary actions. This subject, which was probably of his own choosing, gave him an admirable opportunity of exhibiting his various abilities to his countrymen; and it is certainly one of his best and most animated compositions.

"The bustle which is in every part of the picture makes a fine contrast to the character of resignation in the crucified Saviour. The sway of the body of Christ is extremely well imagined. The taste of the form in the Christ, as well as in the other figures, must be acknowledged to be a little inclinable to the heavy, but it has a noble, free, and flowing outline. The invention of throwing the cross obliquely from one corner of the picture to the other is finely conceived—something in the manner of Tintoret: it gives a new and uncommon air to his subject, and we may justly add that it is uncommonly beautiful. The contrast of the body with the legs is admirable, and not overdone.

"The doors are a continuation of the subject. That on the left has a group of women and children, who appear to feel the greatest emotion and horror at the sight: the Virgin and St. John, who are behind, appear very properly with more resignation. On the other door are the officers on horseback attending; behind them are the two

thieves, whom the executioners are nailing to the cross.

"It is difficult to imagine a subject better adapted for a painter to exhibit his art of composition than the present; at least Rubens has had the skill to make it serve, in an eminent degree, for that purpose. In the naked figures of the Christ and of the executioners he had ample room to show his knowledge of the anatomy of the human body in different characters. There are likewise women of different ages, which is always considered as a necessary part of every composition in order to produce variety; there are, besides, children and horsemen; and, to have the whole range of variety, he has even added a dog, which he has introduced in an animated attitude, with his mouth open, as if panting; admirably well painted. His animals are always to be admired; the horses here are perfect in their kind, of a noble character, animated to the highest degree. Rubens, conscious of his powers in painting horses, introduced them in his pictures as often as he could. This part of the work, where the horses are represented, is by far the best in regard to colouring; it has a freshness which the other two pictures want; but those appear to have suffered by the sun.

"The central picture, as well as that of the group of women, does not, for whatever reason, stand so high for colour as every other excellence. There is a dryness in the tint; a yellow-ochrey colour predominates over the whole; it has too much the appearance of a yellow chalk drawing. I mean only to compare Rubens with himself: they might be thought excellent, even in this respect, were they the work of almost any other painter. The flesh, as well as the rest of the picture, seems to want grey tints, which is not a general defect of Rubens; on the contrary, his mezzotints are often too grey.

"The blue drapery about the middle of the figure at the bottom of the cross, and the grey colour of some armour, are nearly all the cold colours in the picture, which are certainly not enough to qualify so large a space of warm colours. The principal mass of light is

on the Christ's body; but, in order to enlarge it and improve its shape, a strong light comes on the shoulder of the figure with a bald head: the form of this shoulder is somewhat defective; it appears too round.

"Upon the whole, this picture must be considered as one of Rubens's principal works."—*R.* It was executed in 1610, and retouched in 1627 by the painter, who added the Newfoundland dog at that time.

Over the high altar hangs a third of Rubens's most famous pictures, **The Assumption of the Virgin*. "She is surrounded by a choir of angels; below are the apostles and a great number of figures. This picture has not so rich an appearance in regard to colour as many other pictures of Rubens; proceeding, I imagine, from there being too much blue in the sky: however, the lower part of the picture has not that defect. It is said to have been painted in 16 days"—*R.*—for 1600 florins; Rubens's usual terms being at the rate of 100 florins a-day.

The *Resurrection of our Saviour*, by Rubens (in a small chapel S. of the choir), was painted to adorn the tomb of his friend Moretus the printer. "An admirable picture, about half the size of life; Christ coming out of the sepulchre in great splendour, the soldiers terrified, and tumbling one over the other; the Christ is finely drawn, and of a rich colour. The St. John the Baptist on the door is likewise in his best manner, only his left leg is something too large. On the other door is St. Barbara (? St. Catherine); the figure without character, and the colouring without brilliancy. The predominant colour in her dress is purple, which has a heavy effect."—*R.* Some pictures by *Otto Vennius*, hang in the small chapels.

The **Stalls* and Bishop's Throne in the choir, designed by Professor Geerts, of Louvain, and executed by Durllet, of exquisite Gothic tabernacle work, foliage, &c., interspersed with figures of saints, apostles, and scriptural groups. The figures occasionally betray rather a pedantic affectation of

an archaic style, in long, lean forms, and stiff angular drapery.

The *Pulpit*, carved in wood by *Verbruggen*, is a singular and tasteless piece of workmanship, representing Europe, Asia, Africa, and America; while the upper part consists of twining shrubs, and interlaced branches of trees, with various birds—mostly of species unknown in nature—perched upon them. Some of the confessionals are also by Verbruggen, as well as several tombs and statues of marble in the choir; and the chapel of the Holy Sacrament contains an altar carved by him.

In the chapel of St. Antoine is a painting by the *younger Franck*, of our Saviour disputing with the Doctors, among whom the painter has introduced portraits of Luther, Calvin, Erasmus, and other reformers. "There are some fine heads in this picture, particularly the three men that are looking on one book are admirable characters; the figures are well drawn and well grouped; the Christ is but a poor figure."—*R.*

The **Steeple*, one of the loftiest in the world, 403 English ft. 7 in. high, is of such beautiful and delicate Gothic workmanship as to have caused the Emperor Charles V. to say it deserved to be kept in a case; while, from the minuteness of the carved work, Napoleon compared it to Mechlin lace. It was begun by the architect Jan Amelius 1422, and completed by Appelmans, of Cologne, 1518. It is not, however, to be regarded as a structure solely of stone, but rather as a framework of iron bars, with bits of stone strung upon them like beads, held together by copper bolts, the gaps and interstices being filled up with plaster, and the joints partly covered with lead. The foundations of the tower descend many feet below the ground. It has been carefully repaired and restored at great cost. According to the original design, it was intended to raise both towers to the same height. In the tower which is completed there is a very extensive set of chimes, composed of 60 bells, the largest weighs 16,000 lbs. and is called "*Carolus*" because at its baptism the

Emperor Charles V. stood godfather. It requires 16 men to ring it. The view from the upper gallery takes in the towers of Bergen-op-Zoom, Flushing, Breda, Mechlin, Brussels, and Ghent. It commands the course of the Schelde, the position of the citadel, Antwerp itself, and the surrounding fortifications, with the entire theatre of the military operations of the French and Dutch in 1832.

During the partial bombardment of the town from the citadel in 1830, Gen. Chassé's artillerymen knocked off one or two small pinnacles of the steeple, and several shells fell into the houses immediately around the cathedral, and are preserved to this day as memorials.

The tower-keeper (*concierger*) receives 75 c. for 1 person, 1 fr. for 2, and 1 fr. 50 c. for 3 or more.

Near the foot of the tower is a *drawing-well* (1490, restored 1847), covered with an elegant Gothic canopy of iron, the work of *Quentin Matsys*, the blacksmith of Antwerp, who, having fallen in love with the daughter of a painter, changed his profession to obtain her father's consent to their marriage, and succeeded even better with the palette and pencil than he had at the forge and hammer, as his great work in the Museum here will testify. The figure surmounting the canopy is a knight in armour, with a glove in his hand, probably having reference to the glove-market, which was once held on this spot. At the side of the W. door of the Cathedral is a tablet to his memory, with this Latin verse—

Connubialis Amor de Mulcebre fecit Apellem.
 "Twas love connubial taught the smith to paint."

The bishopric of Antwerp, founded 1559, was permanently suppressed by the French republicans. Since 1801 it has been in the diocese of Antwerp.

**St. Jacques* (entrance in the Longue Rue Neuve) is even more splendid than the cathedral in its internal decorations of marbles, painted glass, carved wood, and fine monuments. The principal families of the town had their burial vaults, private chapels,

and altars in this church built in the 15th centy. The most remarkable is that of the Rubens family, situated behind the high altar. The tomb of the great painter is covered by a slab of white marble, bearing a long inscription, let into the pavement. In 1793, when every other tomb in the church was broken open and pillaged by the revolutionary French, this alone was spared. The altarpiece in this chapel was painted for it by Rubens, and is considered one of his most pleasing works. It is a *Holy Family*, in which he has introduced his own portrait as St. George, those of his two wives as Martha and Mary Magdalen, his father as St. Jerome, his aged grandfather as Time, and his son as an Angel; one of the female heads is said to be the same as that called the *Chapeau de Paille*. Sir Joshua says of it, "For effect of colour this yields to none of Rubens's works, and the characters have more beauty than is common with him. To the painter who wishes to become a colourist, or learn the art of producing a brilliant effect, this picture is as well worth studying as any in Antwerp. It is as bright as if the sun shone upon it." The white marble statue of the Virgin, above the picture, of beautiful workmanship, executed by *Du Quesnoy*, was brought from Italy by Rubens himself. To the l. of this chapel is a very touching recumbent effigy in marble of a young mother, by *Geefs*.

In the S. transept is a very curious Raising of the Cross, carved in high relief, out of a single stone, by *Vervooft*. In the second chapel on the l., as you enter the nave, is a good portrait (oval), by *Vandyck*, of *Cornelius Landschot*.

St. Paul, formerly a *Dominican Church* (entrance in the Rue des Sœurs Noires). Obs. on the outside a *Calvary*—an artificial eminence raised against the walls of the church, covered with slag or rock work, and planted with statues of saints, angels, prophets, and patriarchs. On the summit is the Crucifixion, and at the bottom is a grotto, imitating the Holy Sepulchre in Jerusalem. Inside lies the body of Christ, encircled with vestments of silk and muslin; while to the face of the rock,

near the entrance, are attached boards carved and painted to represent the flames of Purgatory, in the midst of which appear the agonized faces of the tormented souls.

Within the ch. is a singular painting by *Teniers* the father, representing the Seven Works of Mercy. Also a harrowing picture, the Scourging of Christ, by *Rubens*. Though admirably painted, it "is disagreeable to look at; the black and bloody stripes are marked with too much fidelity; and some of the figures are awkwardly scourging with their left hand."—*R.* The Adoration of the Shepherds is also attributed to *Rubens*, "but there is nothing in the picture by which his manner can be with certainty recognised; there are parts which were certainly not painted by him, particularly the drapery of the Virgin."—*R.* A Crucifixion, by *Jordaens*, "much in the manner of *Rubens*."—Christ bearing the Cross, an early picture by *Van Dyk*. "It is in many parts like the works of *Rubens*, particularly the figure with his back towards the spectator, which is well drawn."—*R.* The woodwork in this church is remarkably rich. See the side chapels and stalls in the choir. There are 8 or 10 finely ornamented confessionals.

b. *St. Andrew's Ch.* contains a fine altar sculptured by *Verbruggen*, and one of the hugest of the carved *pulpits so common in the Netherlands; it represents *Andrew* and *Peter* called from their boats and nets by our Saviour, and was executed by *Van Hool*, the figures by *Van Gheel*. It is a work of high merit; the figure of our Saviour displays a dignity not to be expected in this department of art. In the l. transept is a picture of the Crucifixion of *St. Andrew*, by *Otto Vennius*, *Rubens's* master; and against a pillar facing the right transept is a medallion portrait of *Mary, Queen of Scots*, by *Porbus*, attached to a monument of two English ladies, *Barbara Mowbray* and *Eliz. Curle*, her ladies in waiting. One of them received her last embrace previous to her execution.

The Ch. of the *Augustins* contains an altarpiece by **Rubens*, the marriage

of *St. Catherine*, with the *Virgin* and *Child* surrounded by many saints. "From the size of the picture, the great number of figures, and the skill with which the whole is conducted, it must be considered as one of the most considerable works of *Rubens*." "The *Virgin* and *Infant Christ* are represented at one distance, seated on high on a sort of pedestal, which has steps ascending to it: behind the *Virgin* is *St. Joseph*; on the right is *St. Catherine*, receiving the ring from *Christ*. *St. Peter* and *St. Paul* are in the background; and to the left, on the steps, *St. John the Baptist*, with the *Lamb* and *Angels*. Below are *St. Sebastian*, *St. Augustin*, *St. Lawrence*, *Paul the Hermit*, and *St. George* in armour (*Rubens* himself). By way of link to unite the upper and the lower part of the picture, are 4 female saints half-way up the steps. The subject of this picture, if that may be called a subject where no story is represented, has no means of interesting the spectator: its value, therefore, must arise from another source—from the excellence of art, from the eloquence, as it may be called, of the artist. And in this the painter has shown the greatest skill by disposing of more than 20 figures, without composition, and without crowding. The whole appears as much animated, and in motion, as it is possible for a picture to be where nothing is doing; and the management of the masses of light and shade in this picture is equal to the skill shown in the disposition of the figures." "I confess I was so overpowered with the brilliancy of this picture of *Rubens*, whilst I was before it, and under its fascinating influence, that I thought I had never before seen so great powers exerted in the art. It was not till I was removed from its influence that I could acknowledge any inferiority in *Rubens* to any other painter whatever."—*R.* The head of *St. Catherine* is one of the most beautiful *Rubens* ever painted.

In the nave is the Ecstasy of *St. Augustin*, by *Van Dyk*; it is, however, by no means a faultless composition. "This picture is of great fame, but in some measure disappointed my

expectations; at least, on just parting from the Rubens, the manner appeared hard and dry. The colouring is of a reddish kind, especially in the shadows, without transparency. The colours must have suffered some change, and are not now as Van Dyk left them. This same defect of the red shadows I have observed in many of his pictures. The head of an elderly woman, said to be the saint's mother, is finely drawn, and is the best part of the picture; and the angel sitting on a cloud is the best of that group. The boy with the sceptre is hard, and has no union with the blue sky. This picture has no effect, from the want of a large mass of light. The 2 angels make 2 small masses of equal magnitude."—R.

Also in the nave is *The Martyrdom of St. Apollonia*, by *Jordaens*. "The grey horse foreshortened, biting his knee, is admirable."

The Church of St. Antony of Padua, or of the Capuchins, is only remarkable for two paintings contained in it—a *Dead Christ*, by *Van Dyk*; a *Virgin and Child* appearing to *St. Francis*, by *Rubens*. "The *Virgin and Christ* are in a wretched hard manner, and the characters are vulgar. There is, indeed, nothing excellent in this picture but the head of *St. Francis*, and that is exquisite."—R.

Church of St. Charles Borromeo or of the *Jesuits*. The Italian façade, erroneously attributed to *Rubens*, was designed by a Jesuit, *Fr. Aguilon*. The interior was decorated with many fine pictures by *Rubens*, but was destroyed by lightning, with its contents, 1718.

The **Museum or Academy of Painting* occupies the building of the suppressed convent of *Recollets*, partly rebuilt and newly arranged for its reception. Admission 10 to 3, free on Sundays and Thursdays. Admission on other days, 10 to 7, 1 fr. Entrance *Rue des Fagots*. In the courtyard obs. a fine marble statue of *Van Dyk*, by *Cuyper*. The vestibule is decorated by *M. de Keyser* with a series of monumental paintings on canvas in flat colours, illustrative of the history of the *Flemish school*.

This museum contains a great many pictures, brought from suppressed convents and churches in the town, where

they were seen and described by *Sir Joshua Reynolds*. The 14 works of *Rubens* and 6 by *Van Dyk* give the highest celebrity to this collection. The walls of the entrance hall are decorated with frescoes by *N. de Keyser* (P.R.A.A.). The subjects relate to the *Antwerp school of art*.

Here is appropriately preserved, under a glass case, the chair of *Rubens*, President of the *Academy of St. Luke*—an interesting relic.

Among the paintings of the older masters are,—*Quentin Matsys* (b. 1450)—*The Descent from the Cross*, with 2 wings or shutters, formerly in the cathedral, considered the masterpiece of the artist. It displays the science and talent which are evinced in the famous *Misers at Windsor*, and, in spite of the stiffness of the figures, is worthy of minute attention. "The middle part is what the Italians call a *Pietà*, a dead *Christ* on the knees of the *Virgin*, accompanied by the usual figures. On the door on one side is the daughter of *Herodias* bringing in *St. John's* head at the banquet; on the other *St. John the Evangelist* in the caldron of boiling oil. In the *Pietà* the *Christ* appears as if starved to death, in which manner it was the custom of the painters of that age always to represent a dead *Christ*; but there are heads in this picture not exceeded by *Raffaello*, and indeed not unlike his manner of painting portraits—hard and minutely finished. The head of *Herod*, and that of a fat man near *Christ*, are excellent. The painter's own portrait is here introduced. In the banquet the daughter is rather beautiful, but too skinny and lean. She is presenting the head to her mother, who appears to be cutting it with a knife." This is one of the treasures of the gallery, and a wonder for the time when it was painted.

Frans Floris (properly *de Vriendt*),—*St. Luke* at his *Easel*. *The Descent of the Fallen Angels* (), painted 1554, has some good parts, but without masses, and dry. On the thigh of one of the figures he has painted a fly for the admiration of the vulgar. () *The Nativity*. "A large composition, and perhaps the best of his works. It is well com-

posed, drawn, and coloured. The heads are in general finely painted, more especially St. Joseph and a woman in the foreground."

The principal works of RUBENS are—(300) a *Pietà*, the dead body of Christ laid against a stone table, covered with straw, mourned over by the Virgin. "This is one of his most careful pictures. The characters are of a higher style of beauty than usual, particularly the Mary Magdalen, weeping, with her hands clenched. The colouring of the Christ and the Virgin is of a most beautiful and delicately pearly tint, opposed by the strong high colouring of St. Joseph. I have said in another place that Rubens does not appear to advantage but in large works. This picture may be considered as an exception."—R.

The Virgin holding the Child Jesus, "who stands on a table. The infant appears to be attentively looking at something out of the picture. The vacant stare of a child is very naturally represented; but it is a mean ordinary-looking boy, and by no means a proper representation of the Son of God. The only picture of Christ in which Rubens succeeds is when he represents him dead: as a child, or as a man engaged in any act, there is no divinity; no grace or dignity of character appears." "St. John, finely coloured, but this character is likewise vulgar."

() A Holy Family. "Far from being one of Rubens's best pictures; it is scarce worthy to be considered a pattern for imitation, as its merit consists solely in being well coloured. And yet this is the picture which Rubens painted for the Corporation of St. Luke, and it was hung up in their Hall of Meeting." At least the head of the Virgin is pleasing. () Our Saviour on the Cross, admirable.

() "The famous Crucifixion of Christ between the two thieves. To give animation to this subject, Rubens has chosen the point of time when an executioner is piercing the side of Christ, while another with a bar of iron is breaking the limbs of one of the malefactors, who, in his convulsive agony which his body admirably expresses, has torn one of his feet from the tree to

which it was nailed. The expression in the action of this figure is wonderful. The attitude of the other is more composed, and he looks at the dying Christ with a countenance perfectly expressive of his penitence. This figure is likewise admirable. The Virgin, St. John, and Mary the wife of Cleophas, are standing by with great expression of grief and resignation, whilst the Magdalen, who is at the feet of Christ, and may be supposed to have been kissing his feet, looks at the horseman with the spear with a countenance of great horror; as the expression carries with it no grimace or contortion of the features, the beauty is not destroyed. This is by far the most beautiful profile I ever saw of Rubens, or, I think, of any other painter; the excellence of its colouring is beyond expression. To say that she may be supposed to have been kissing Christ's feet may be thought too refined a criticism; but Rubens certainly intended to convey that idea, as appears by the disposition of her hands, for they are stretched out towards the executioner, and one of them is before and the other behind the Cross, which gives an idea of her hands having been round it; and it must be remembered that she is generally represented kissing the feet of Christ—it is her place and employment in those subjects. The good Centurion ought not to be forgotten, who is leaning forward, one hand on the other, resting on the mane of his horse, while he looks up to Christ with great earnestness."

"The genius of Rubens nowhere appears to more advantage than here—it is the most carefully finished picture of all his works. The whole is conducted with the most consummate art. The composition is bold and uncommon, with circumstances which no other painter had ever before thought of, such as the breaking of the limbs and the expression of the Magdalen, to which we may add the disposition of the three crosses, which are placed perspectively in an uncommon picturesque manner: the nearest bears the thief whose limbs are breaking; the next, the Christ, whose figure is straighter than ordinary, as a contrast to the others; and the furthestmost, the

penitent thief. This produces a most picturesque effect, but it is what few but such a daring genius as Rubens would have attempted. It is here, and in such compositions, we properly see Rubens, and not in little pictures of *Madonnas* and *Bambinos*.

"I have dwelt longer on this picture than any other, as it appears to me to deserve extraordinary attention. It is certainly one of the first pictures in the world, for composition, colouring, and what was not to be expected from Rubens, correctness of drawing."

() *St. Theresa interceding for the Souls in Purgatory*. "The Christ is a better character, has more beauty and grace, than is usual with Rubens: the outline remarkably undulating, smooth, and flowing. The head of one of the women in purgatory is beautiful, in Rubens's way: the whole has great harmony of colouring and freedom of pencil. It is in his best manner."

() *The Trinity: Christ lying dead in the arms of God the Father*. An unimpressive and irreverent representation of the Deity, under the figure of an old man. The Christ is foreshortened with great skill in drawing."

() *The Adoration of the Magi*. "A large and magnificent composition of nearly 20 figures, in Rubens's best manner. Such subjects seem to be more peculiarly adapted to Rubens's style and manner; his excellence, his superiority, is not seen in small compositions. One of the kings, who holds a cup in his hand, is loaded with drapery. His head appears too large, and upon the whole he makes but an ungraceful figure. The head of the ox is remarkably well painted."—R.

() A small sketch or copy of the Descent from the Cross, in the cathedral—good; the variations prove it to be by Rubens himself.

() *The Virgin instructed by St. Anne*. "This picture is eminently well coloured, especially the angels: the union of their colour with the sky is wonderfully managed. It is remarkable that one of the angels has *Psyche's* wings, which are like those of a butterfly. This picture is improperly called *St. Anne teaching the Virgin to read*,

who is represented about 18 or 20 years of age, too old to begin to learn to read. (It is more probably a "Salutation.") The white silk drapery of the Virgin is well painted, but not historical. The silk is too particularly distinguished, a fault of which Rubens is often guilty in his female drapery; but by being of the same colour as the sky, it has a soft harmonious effect. The rest of the picture is of a mellow tint."

() *The Communion of St. Francis*. He is accompanied by many of his order, and "appears more like a Lazar than a Saint. Though there are good heads in this picture, yet the principal figure is so disgusting it does not deserve much commendation." It was the design, however, of the painter to exhibit the Saint in the act of receiving the viaticum immediately before his death, his body emaciated by disease and abstinence, so that, however disagreeable, the picture has at least truth.

() *Christ showing his wounds to St. Thomas*. The expression in the face of the Saint is perfect. "The head of the Christ is rather a good character, but the body and arms are heavy. It has been much damaged. On the inside of the 2 folding doors are portraits of the Burgomaster Nicholas Rokko and his wife, half-lengths. His is a fine portrait; the ear is remarkably well painted, and the anatomy of the forehead is well understood. Her portrait has no merit but that of colour."—R.

Van Dyk—() *A Crucifixion: St. Catherine of Siena* (Sir Joshua calls her *St. Rosaria*) at the feet of Christ, and *St. Dominick*. "A sepulchral lamp and a flambeau reversed are here introduced to show that Christ is dead. Two little angels are represented on one side of the cross, and a larger angel below. The 2 little ones look like embryos, and have a bad effect, and the large angel is not painted with equal success to many other parts of the picture. The shadows are too red, and the locks of the hair are all painted in a hard and heavy manner. For its defects ample amends are made in the Christ, which is admirably drawn and coloured, and a breadth of light preserved over the body with the greatest

skill, at the same time that all the parts are distinctly marked. The form and character are of a more elegant kind than those we see commonly of Rubens. The idea of St. Catherine closing her eyes is finely imagined, and gives an uncommon and delicate expression to the figure. The conduct of the light and shadow of this picture is likewise worth the attention of a painter. To preserve the principal mass of light, which is made by the body of Christ, of a beautiful shape, the head is kept in half shadow. The under garment of St. Dominick and the angel make the second mass, and the St. Catherine's head, handkerchief, and arm, the third."—R.

() The dead Christ, supported against a rock, at the feet of the Virgin, in an attitude of the deepest agony; Mary Magdalen kneeling, kissing the Saviour's hand; St. John in the background. "This has been one of the most chaste pictures, but the colouring is gone. The expression of the Virgin is admirable; it conveys an idea that she is petitioning with an earnest agony of grief. The Virgin's drapery and the sky being exactly of the same colour has a bad effect: the linen is remarkably well folded."—R.

(404) Same subject, differently treated. The Virgin behind; 2 Angels, and St. John. "The Virgin's head is admirable for drawing and expression. The figure of Christ is likewise finely drawn, every part carefully determined; but the colouring of this figure, and indeed of the picture in general, is a little too cold: there is likewise something defective in one of the hands of the Virgin."—R.

() Portraits of Cæsar Alexander Scaglia, one of the Spanish negotiators at the Congress of Münster, and of John Malderus, Bishop of Antwerp.

Seghers—Marriage of the Virgin; "one of his best pictures."

Schut—Martyrdom of St. George. "It is well composed and well drawn, and is one of his best pictures; but the saint has too much of that character which painters have fixed for Christ. There is a want of brilliancy, from its having too much har-

mony: to produce force and strength a stronger opposition of colours is required."—R.

Ambrose Franck—"The Martyrdom of St. Crispin and Crispinian has some good heads, but in a dry manner."—R.

Cornelius de Vos—() The Family Snoek restoring to St. Norbert and another Saint the sacramental vessels belonging to the Church of St. Michael. The portraits are extremely well painted. "De Vos was particularly excellent in portraits."—R. Of this there can be no better proof than is afforded by the portrait () of the keeper of the corporation of St. Luke, i. e. the Academy of Antwerp, covered with medals and other decorations presented, along with the goblets on the table before him, to that institution by princes and potentates, all of which have long since disappeared. It is painted with wonderful force and truth.

Rembrandt—Portrait of his Wife (or Daughter), from the King of Holland's collection.

Otto Vennius—(Rubens's master)—4 pictures: Zaccheus, St. Matthew, and the Miracles of St. Nicholas.

Titian—Pope Alexander VI. introducing to St. Peter the admiral of his fleet against the Turks (a Bishop of Paphos) is an interesting picture, in the early style of this master. It once belonged to the collection of King Charles I.

Teniers—() Boors smoking, a brilliant specimen of the artist, from the collection of M. van Schamps. *J. van Eyck*, St. Barbara reading, in a landscape, unfinished, 1437; Virgin and Child, red and opaque in tone, 1439.—*E. Roger van der Weyden*, the Seven Sacraments, a triptych, the most precious picture of the *Van Ertborn* collection.—*E.* The Annunciation, a small panel.

A modern work (), the Death of Rubens, by *Van Bree*, President of the Academy, looks cold, raw, and feeble by the side of the pictures enumerated above, but it has the good fortune to be highly admired by the citizens.

At No. 10, Rue du Jardin, is a good collection of paintings belonging to Mad.

de Wuyts, shown for 1 fr. admittance, which goes to support the poor.

The Docks and Basins.—Napoleon laboured unceasingly to make Antwerp the first seaport and naval arsenal of the N., to render it the rival of London in its commerce, and of Portsmouth as a naval establishment. He well knew that the trade of London would to a certain extent be at the mercy of a hostile fleet stationed so near to the mouth of the Thames as Antwerp. The works carried into execution by him (from 1803–1811) are said to have cost 2,000,000*l.* sterling. The English endeavoured to frustrate so formidable a design; and the ill-fated expedition of 1809 to Walcheren was designed for the destruction of these works. Napoleon's estimate of their importance may be gathered from his own declaration to Las Casas at St. Helena: "The works hitherto erected were nothing to what I intended. The whole sandy plain which now stretches for miles behind the Tête de Flandre, on the left bank of the river, was to have been enclosed by fortifications and formed into a vast city. The imperial dockyards and basins, the arsenal and magazine, were to have been constructed there, and those on the right bank were to have been abandoned to private merchants. Antwerp was to rise a province in itself—France without the frontier of the Rhine and Antwerp is nothing." After the peace of Paris, in 1814, the dockyards were demolished in accordance with that treaty.

The two basins were allowed to remain for commercial purposes. One of the basins is capable of containing 34, the other 14 ships of the line. The entrance to them is difficult, owing to the strength of the current, which sometimes catches the stern of a vessel and drives it ashore. The docks in winter are of great service in protecting vessels, which, if allowed to remain in the open river, would be seriously injured by the floating ice. They are lined with capacious warehouses, and between the two stands a venerable edifice, originally the factory of the Hanseatic League (*Domus Hansæ Teutonicæ*, *Sacri Ro-*

mani Imperii, 1568); called the *Oosterlings* (House of the Easterlings). Large additional Dock Basins (*Kattendyk*) were opened to the N. of the Old, in 1860, below the town, near the *New Citadel*.

Antwerp has at all times been the great stronghold of Belgium; in the 16th cent. it was the refuge of the Netherlands, who resisted the yoke of Spain for 13 months under the leadership of Marnix de St. Aldegonde.

The *Old Citadel (du Sud)*, remarkable for the siege which it endured in 1832, was originally erected by the engineer Pacheco for the Duke of Alva, to keep in awe the citizens, but was pulled down by them 1577; high and low, ladies, and beggars, and magistrates assisting in the work. The Spaniards, however, soon restored it, and it was long regarded as a model of a fortress, especially after the French General Carnot had exhausted all his science and skill as an engineer upon it. It withstood, under his command, a blockade of 4 months in 1814, and was at length yielded up to the British under General Graham.

The siege of 1832 began Nov. 29 and ended Dec. 23, when the Dutch garrison, under General Chassé, surrendered themselves prisoners of war. The French force, under the command of Marshal Gérard, actually employed in the siege, was 50,000 men. The troops in the trenches were commanded by the Duke of Orleans, and the chief engineer was General Haxo. The Dutch garrison amounted to 4500 men, with 145 pieces of ordnance. The French had 223 guns. This old citadel is being levelled, having been superseded by—

The new *Fortifications*, planned and erected by General Brialmont, 1862–65, which consist of a very strong enceinte, drawn in a semicircle from the old *Citadel* above the town, outside of the villages Berchem and Bourgerhout, to the Schelde, below the city. A large *New Citadel*, commanding the river (*Citadelle du Nord*), has superseded the old Forts du Nord and Austroewel. About 2 m. beyond the new enceinte comes an outer circuit of 8 or more detached Forts, connected

together by a military road, at such a distance from Antwerp that shells, from an enemy outside, will not reach the city.

Each fort will have 135 guns, and behind are sheltered galleries where a battery of field artillery can be kept under cover without unharnessing the horses. The whole enceinte will include bomb-proof barracks for 30,000 men. One-half of the enceinte will be defended by inundations caused by cutting the dykes. The cost will be 2,150,000*l*.

Antwerp is a sort of Belgian Woolwich. In the *Arsenal de Construction* gun-carriages and all artillery appendages are made, and in the *École de Pyrotechnie* ammunition for ordnance and small arms is prepared.

New Antwerp.—The site of the old ramparts and bastions was bought for 13,000,000 fr. by a French company, who have laid out boulevards and promenades, and are erecting streets and squares; in fact, entire new quarters have sprung up on the ground thus gained, especially to the S., where the new *Quartier Léopold* is built. Here has been erected a colossal statue of a mythical chief of the Belgæ. In the Faub. Borgerhaut is a *Statue of Carnot*, by De Cuyper. In 1814 Carnot undertook the defence of Antwerp without demolishing the suburbs, which had been proposed.

The bronze *equestrian Statue to King Leopold*, near the Mechlin Gate is by Jos. Geefs and cost 6000*l*.

The new *Porte de Malines* and other gateways on the line of the new works, are one of fine design and suitable architecture.

Ch. of St. George (1853) contains *Frescoes* by *Guffens* and *Sweerts*, native artists. It is near

The old *Porte de Malines*, which is inscribed with large letters S. P. Q. A. (*Senatus Populusque Antverpiæ*). Near this, in the Rue Léopold, is the *Botanic Garden*.

In the *Parc*, a small garden made on the site of a former bastion, is a *statue* of the painter *Leys*.

On the Avenue des Arts is a *Statue* of *David Teniers*.

There is a large *Theatre*, splendidly fitted up, but open only from September to May, devoted to French plays.

Concerts.—Good *orchestral and choral music* may be heard almost every evening at one or other of the musical associations here, especially the concerts of *La Société d'Harmonie*; in summer in their Garden at Berchem, in winter at their own rooms. The principal hotel-keepers can generally give admissions.

The *Hôtel de Ville* (1581), forming the W. side of the Grande Place, is a handsome edifice, of Italian architecture, designed by Corn. de Vriendt (Floris), ornamented externally with the 5 orders, one over the other. In the Salle des Mariages is a richly carved *chimney-piece*, representing the Last Supper; in the Salle de Justice, another, an elegant work in the style of the Renaissance. *Obs.* a painting of the Judgment of Solomon, by F. Floris. The *Great Hall* has been decorated with fine *large fresco paintings of historic events, connected with Antwerp, its sieges, &c., by the late renowned painter *Baron Leys*. The artist worked for ten years upon them, and died, 1869, before they were finished; also life-size portraits by N. De Keyser, of Léopold I., and the present Queen of the Belgians, &c.

The *new Bourse*, in the Rue de la Bourse near the H. St. Antoine, is a very handsome building in late Gothic, partly imitated from the *old Bourse*, built in 1531 (burned down 1858), which was chosen as a model for the Royal Exchange in London, by Sir Thomas Gresham, who resided as English Agent at Antwerp (1550).

The English established a connection with Antwerp at an early period: they had an Exchange of their own here, which still exists, retaining the name *Engelsche Beurs*. Edward III. visited the city in 1338, and a son born to him here by Queen Philippa was named Lionel of Antwerp in consequence.

See the beautiful *Gothic Chapel* of John van Immerseel, with groined roof and walls, painted by Antwerp artists of the 15th century, in a private house in the Longue Rue Neuve.

See also some of the Halls of the *Trade Guilds* (chiefly about the Grande Place). *La Maison des Brasseurs* (Brewers' House), on the Grand Bassin, built (1552) by Gilbert van Schoonbeke, contains a curious water-wheel intended to supply the breweries with water. The Corporation Council Room retains its original carved-oak staircase, fireplace, and furniture, and is still hung with stamped and gilt leather, and lighted by 16 chandeliers, all dating from the end of the 16th cent. A chef-d'œuvre of Jordaens (the four elements) is over the fireplace, painted for the place in which it now hangs.

La Maison des Arbalétriers on the Grande Place has a glazed front of 7 stories, rather Tudor in character—date 1513.

The Steen, or *Vieilles Boucheries* (1503), between the H. de Ville and St. Paul's church, a Gothic edifice of red brick, striped with white stone, flanked by 4 hexagonal turrets (N.B.—The locality is not a reputable one), was the seat of the *Inquisition* at Antwerp, the cause of the revolt of the Netherlands from Spain. It is attached to the E. side of the *Marché aux Poissons*, near the Steam-boat Quay. It is now a *Museum of Antiquities*. The Pillory or Stocks may still be seen in the courtyard, and the frightful dungeons now used as cellars. In many of the cells the bars, bolts, chains, and fetters remain.

The house in which *Rubens* resided and died was situated in the Rue de Rubens, No. 1450, not far from the Palais du Roi. The screen, of rich Italian architecture, with the archway leading into the garden, was designed by Rubens himself. In the garden stands the pavilion where he painted, and the stone table at which he sat. The loyal Duke of Newcastle (the horseman), having quitted England in disgust after the battle of Marston Moor, resided in this house, which he rented of Rubens's widow, and entertained here Charles II. and many refugee Cavaliers.

On the Place de Vendredi the house of Plantin and Moretus, the printers, remains nearly unaltered, and retains

their motto on its front, "Labore et Constantiâ;" a collection of pictures and sketches, by Rubens, Van Dyk, &c.; their presses, types, wood-blocks, together with their library, and the study of Justus Lipsius. Special permission is required to see this.

The **Zoological Gardens* (not far from the *Rly. Stat.*) are excellent. The collection of birds is particularly good. Evening concerts 3 times a week, 1 fr.

English Service is performed twice every Sunday and Holiday, at a church in the Rue des Tanneurs, at $\frac{1}{2}$ to 11 A.M. and 3 P.M.

Restaurants.—Bertrand, Place de Meir, very good cuisine; at H. St. Antoine also is an excellent restaurant.

Clubs—Musicians' (*Société Royale*); Artists' (*Cercle Artistique*), both in the Rue d'Arenberg; Concorde, in the Place de Meir.

Post-Office, Place Verte. N. side.

Max Kornicker, a respectable bookseller, 12 Rue des Tanneurs, near the Place de Meir.

British and American (U.S.) Consuls reside at Antwerp.

Railways (§ 21).—*Borgerhout Terminus*—To Malines, Brussels, Liège, and Aix; to Ghent, by Termonde; to Rotterdam and Breda. *Railway* direct to Aix-la-Chapelle by Aerschot, Hasselt, Maastricht, Rte. 27. Omnibuses call at the hotels to convey passengers to and fro;—*Terminus beyond the Scheldt*, at the *Tête de Flandres* (Rte. 13), to Ghent. Steam ferry thither from Quai St. Michel.

Steamers to Rotterdam daily, in 9 or 10 hrs. (Rte. 13); to London direct, or *viâ* Harwich (see Rte. 18), to Hull, to Hamburg, 3 times a week.

Vigilantes (cabs) stand in the Place Verte and Place de Meir: fare 1 fr. for a drive (course) within the walls; or by hour, 2 frs. (§ 22).

ROUTE 22A.

ANTWERP TO TURNHOUT, TILBURG, AND
THE BELGIAN PAUPER COLONIES.

Antwerp, Rte. 22.

A.—*Rly.* (see Rte. 27) to

Lierre Junct. Stat. Pop. 14,600.

The noble *Church* of **St. Gummar*, the perfection of late Gothic (1425-1557), contains an exquisite flamboyant *rood-loft*, restored creditably. *Obs.*—The Marriage of the Virgin, a fine work of *Memling*, a gift to the ch. from the Archduke Philip of Austria—some good painted glass at the E. end of the ch., 3 windows were the gift of Emperor Maximilian—and the shrine of *St. Gummar*. The W. *tower*, square below and octagon above, has lost its spire by lightning.

Rly. W. to Contich Junct. Stat. (Rte. 23). S.E. to Aerschot. Junct. Stat. (Rte. 27), for Louvain (Rte. 26), or Hasselt. E. the line continues to

12 m. *Herenthals* Junct. Stat. (*Inn*, H. Ville de Lierre). *St. Waltrude's Ch.* has some painted glass and a fine carved altarpiece of the Martyrdom of *St. Crispin*, by Raephorst, 1470, and a carved aumbry. A town of 4665 Inhab.

Rly. S. to Aerschot Junct. Stat. (Rte. 27).

[A Diligence runs hence to *Gheel* (*Inn*, H. Armes de Turnhout), a village of 10,700 Inhab., in the midst of the desolate tract of heath called the *Camphine* (Kempen). The peasants here have for generations devoted themselves to taking charge of lunatics brought hither from various parts of Belgium, amounting to 800 or 1000. Some are sent hither by their friends—the paupers are supported by the government or their parish. The mild system of treating lunacy has long prevailed here, and lunatics not deemed dangerous are allowed to walk about the streets. *St. Dymphna*, the patron saint of lunatics, was an Irish princess, a daughter of a king of Ireland; and she is said to have suffered martyrdom, decapitated by her own father, from whom she had fled in order to devote

herself to religion and virginity, in company with an aged priest named Gerebern. The cures wrought upon pilgrims to her shrine caused *Gheel* to become famous for the treatment of mental diseases. The **Church* of *St. Dymphna* contains her altar and silver shrine, and several carved reredos, some with paintings (of the school of Limburg) inserted, having curious and elaborate carving in stone and oak, representing the legends of the saint, a crucifixion, &c. The altarpiece, surmounted by the Holy Rood, is in the style of some of the *retablos* of the churches in Spain. A tabernacle contains some of her relics. Here is also a sculptured monument to John de Mérode and his wife, 1550, resembling that of Sir F. Vere in Westminster Abbey, being supported by marble figures at the corners. Around the ch. are a number of little cells where mad patients used to be exorcised.]

10 m. *Turnhout* Stat. (*Inn*, H. Porte d'Or, clean and not dear.) A town of 15,000 Inhab., once a hunting-seat of the Dukes of Brabant. It has a large *Church* and a *Palais de Justice*, which includes part of a castle built in the 15th cent. by Maria Duchess of Gelders. Leeches are reared here.

Tilburg Junct. Stat.

Rly. E. to Boxel Junct. Stat. (Rte. 13) on line from Utrecht to Eindhoven; W. to Breda Junct. Stat. (Rte. 12) for Rotterdam, Flushing, or Antwerp.

B.—The direct road to *Turnhout* from Antwerp traverses a wide district of heath, much of which is unreclaimed, but at first it passes many pretty villas; the waste begins about 8 m. from Antwerp.

A little way short of Westmael is the *Monastery* of Trappist monks, who have reclaimed an estate of 400 acres from the barren heath. It is a plain building, somewhat like a work-house. The brothers, nearly 60 in number, observe the strict rule of the order, in preserving silence, passing the night in prayer, &c. The garden is also the burial-ground, and a grave lies always open to receive him who is next to drop. Cleanliness is little attended to.

Westmael. About 7 m. N.E. of this is *Wortel*, a pauper colony established by the Dutch government in 1822, and containing 460 Inhab. It stands in the midst of a heath. It was placed, at its foundation, under the direction of Capt. Van den Bosch, brother to the General, and the plan of operation was similar to that of *Frederiksoord*. (See *Rte. 7A.*) The company at *Wortel* contracted to maintain 1000 paupers for 35 florins each per ann.; other paupers were afterwards taken. Whether the pauper colonists, chiefly idle vagrants sent from Brussels, are of an inferior class, certain it is that the pauper settlements in Belgium are far behind the colony of *Frederiksoord* in prosperity.

ROUTE 23.

ANTWERP TO BRUSSELS, BY MECHLIN.—RAIL.

Distance, 27 m.; time, 50 min.; 14 trains daily.

Antwerp. (*Rte. 22*). Rly. Stat. near Zoological Gardens.

Many country seats and gardens of the merchants and citizens of Antwerp lie near the railroad.

Berchem Stat. In the ch.-yd. is the grave of the great painter, Baron Leys, died 1869.

Contich Junct. Stat. The village (3500 Inhab.) lies to the W.; not far from it appears the Gothic castle of *Ter Elst*. Rly. by *Lierre* (fine *Ch. of St. Gummer*) and *Herenthals* to *Turnhout* (*Rte. 22A*).

Duffel Stat. The town is on the l. The river *Neethe* is crossed.

15 m. **MECHLIN JUNCT. STAT.** (Fr., *Malines*; Flem., *Mechelen*; Germ., *Mecheln*), (good Buffet), where the trains stop for a few min., is equidistant from Antwerp, Brussels, and Louvain, and is the point of departure from which 4 principal lines of railway ramify through Belgium. These are *Ligne du Nord*, which leads to Antwerp; *Ligne de l'Est*, to Louvain, Liège, Verviers; *Ligne de l'Ouest*, to Ghent, Bruges, and Ostend; *Ligne du Midi*, to Brussels,

and thence to Mons, Charleroi, and Namur, or to Lille. There is at times great confusion and delay (see *Introd. Remarks*, § 21).

A handsome street, *Rue d'Egmont*, leads from the rly. stat. to the *Grande Place* and *Cathedral* (15 min. walk).

(*Inns*: *H. La Grande Cigogne*, second rate, but tolerable; *H. Cour Impériale*, near the Stat.). Pop. 38,546. It is situated on the *Dyle*, and is one of the most picturesque Belgian cities, from the quaint architecture of its houses and the multitude of signs over the shops, but presents now a deserted aspect. Mechlin is the see of the Belgian Primate, who receives from the State 840*l.* per annum, and his five suffragans of Bruges, Ghent, Namur, Liège and Tournay, each 640*l.*

The *Cathedral*, dedicated to *St. Rumbold* (the choir finished in 1451, the nave in 1437), ought to be visited. The interior is large and 85 ft. high. It has a carved pulpit, representing the Conversion of *St. Paul*, with the fallen saint and his fallen horse below; and an altarpiece in the S. transept, by *Vandyck*, of the Crucifixion, painted after his return from Italy. "This, perhaps, is the most capital of all his works, in respect to the variety and extensiveness of the design, and the judicious disposition of the whole. In the efforts which the thieves make to disengage themselves from the cross he has successfully encountered the difficulty of the art, and the expression of grief and resignation in the Virgin is admirable. Upon the whole, this may be considered as one of the first pictures in the world, and gives the highest idea of *Vandyck's* powers: it shows that he had truly a genius for history painting, if it had not been taken off by portraits. The colouring of this picture is certainly not of the brightest kind, but it seems as well to correspond with the subject as if it had the freshness of *Rubens*. *St. John* is a mean character, the only weak part in the picture, unless we add another circumstance, though but a minute one—the hair of the *Magdalen*, at the foot of Christ, is too silky, and indeed looks more like silk drapery than hair."—*R.* The picture was carefully cleaned in 1848, and seems to have been

little retouched. The modern carved stalls are very beautiful. The window in the N. transept is filled with a representation of the promulgation of the dogma of the Immaculate Conception. In the chapels, around the choir, are 25 paintings by *Michel Coexie*, or at least of his time, representing events in St. Rumbold's life—very curious. The organ possesses a rich and full body of tone.

The massive though unfinished *Tower*, begun 1452, is 348 ft. high, that is, only 18 ft. lower than the cross of St. Paul's: had the steeple been completed, it would have been 640 ft. high. The face of the clock is 48 ft. in diameter. The chimes are very musical.

This church was built with the money obtained by the sale of indulgences to pilgrims, who flocked hither in 1452, to celebrate a Jubilee proclaimed by the Pope throughout Christendom, on the occasion of a war against the Turks.

In the *Grande Place*, in which the cathedral stands, are several ancient buildings, *Les Halles*, with 2 turrets, date 1340. In the midst is a *statue* of Margaret of Austria, daughter of the Emp. Maximilian, aunt of Charles V., and governess of the Low Countries (d. 1530)—it is by a sculptor of Mechlin—surrounded by elegant iron-work. Margaret's palace exists here. The *H. de Ville* (called the Bayard) is a building of the 15th cent.

In the *Church of St. John* is a very famous *altarpiece with wings by Rubens, composed of the following pieces: The Adoration of the Magi. "A large and rich composition; but there is a want of force in the Virgin and Child—they appear of a more shadowy substance than the rest of the picture, which has his usual solidity and richness. One of the Kings holds an incense vase. This circumstance is mentioned to distinguish this picture from the many others which Rubens has painted of this subject. On the inside of one of the doors is the Decollation of St. John the Baptist; on the other, St. John the Evangelist in the caldron of boiling oil. The figures which are putting him into the caldron want energy, which is not a common defect of Ru-

bens. The character of the head of the Saint is vulgar, which, indeed, in him is not an uncommon defect. The whole is of a mellow and rich colouring. On the outside of those doors are John baptizing Christ, and St. John the Evangelist in the Isle of Patmos writing the Apocalypse. Both of these are in his best manner. The Eagle of St. John is remarkably well painted. The Baptism is much damaged."—R.

Sir Joshua mentions 8 small paintings in panels under these, all by Rubens, but showing little merit, except facility of hand. The subjects were the Crucifixion, the Nativity, and Resurrection. The first alone remains; the others, it is believed, were not returned with the rest of the pictures from France. "Rubens was paid for these 8 pictures 1800 florins of Brabant, about 180*l.* English, as appears by the receipt in his own handwriting, still preserved in the sacristy, and the whole was begun and finished in 18 days."—R.

The elegant Gothic *Church of Notre Dame*, passed on the l. hand in coming from the railway, contains behind the high altar the Miraculous Draught of Fishes, by *Rubens*, painted for the Guild of Fishmongers, and considered one of his most masterly works. His excellence of colour and rivalry of the Venetian school are nowhere more conspicuous than in this picture. It ought not to be passed over unseen. On the wings or shutters are painted—The Tribute Money taken from the mouth of the fish; Tobias and the Fish; Peter, Andrew. Beneath these were three small pictures which also disappeared with the French. Rubens painted these 8 subjects in 10 days for 1000 florins.

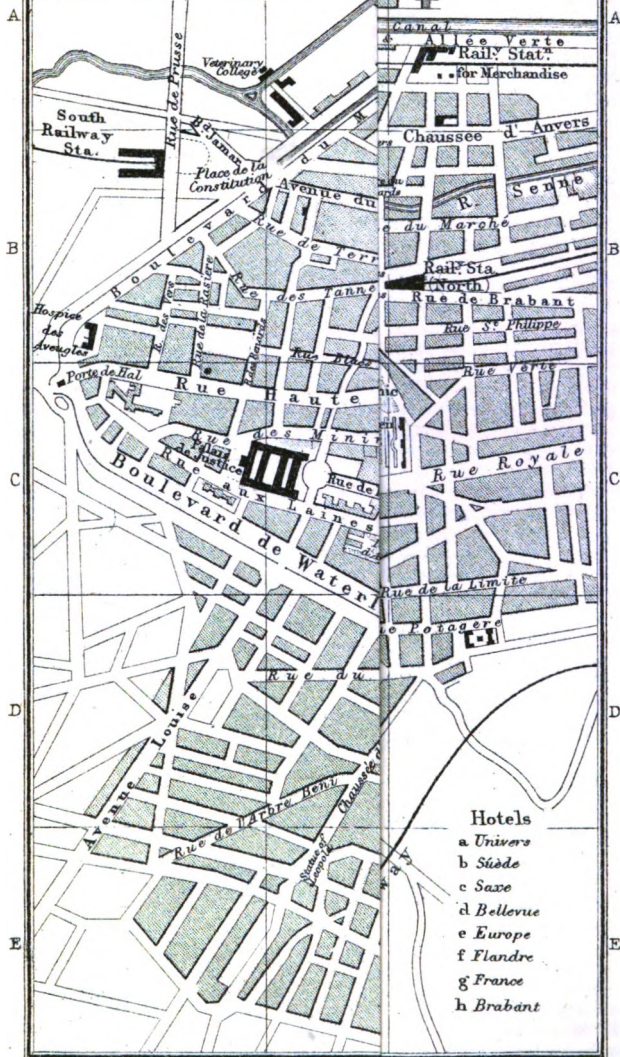
Near the Louvain gate is a modern *Ch.* in the style of the Jesuits.

Mechlin was the seat of the Court of Appeal of the Netherlands, founded by Charles the Bold, 1473, which continued to maintain the reputation of a most upright court of justice for many centuries. Charles V. and Philip II. presided over it in person.

Mechlin is the birthplace of Ernest Count Mansfeld, a Protestant leader in the Thirty Years' War; of Michael Coexie (1497), the scholar and imitator

BRUSSELS

200 100 0 1/2 Mile



of Raphael; of Dodonæus the botanist (d. 1585); and of Frank Hals, the admirable portrait painter (1584).

The manufacture of *Lace*, which receives its name from Mechlin, is much fallen off. Only 8 houses are now employed in making it. It is a coarser and stouter variety than that made at Brussels.

A group of 3 very picturesque old houses in the Haver Werf (Quai aux Avoines) are a fit subject for the pencil.

There has been an *English Church* at Mechlin since 1845, with a resident chaplain.

The *Railroad* to Brussels, 12 m. (24 trains daily in 25 min.), on leaving Mechlin, crosses the canal leading to Louvain, and afterwards the Senne.

[L., about a mile from Eppegem Stat., rt. of the road, stands the moated *Château of Steen*, the favourite residence of Rubens, who was seigneur of the place, having purchased the manor in 1635 for 93,000 fls. It still exists in part, with its pointed roofs and stout buttresses. A bridge of 3 arches, built by Rubens across the moat, leads to an arched gatehouse, within which was the painter's studio. The chapel is still pointed out. This *casteel* is introduced into several of his paintings. The formal *garden* still exists, but is now running wild.

Teniers's house at Perck, 3 m. from Vilvorde, is a decayed, moated farmhouse, called *Dry Toren*, from its 3 towers, now swept away. A half-timbered, gabled gatehouse remains, but is falling fast to pieces. In the room over the gate he painted the people and country around him, still little altered. Teniers is buried in the ch. of Perck, but the flat stone slab which marked his grave is gone. A Crucifixion, painted by him, within a wreath of flowers, is preserved here.]

Obs. the magnificent hop-gardens in this part of Belgium, the plant growing to a size gigantic as compared with it in England.

7 m. *Vilvorde Stat.* (2700 Inhab.), a dull town, has an interesting Ch. containing fine carved stalls in its choir. Tyndale, translator of the Bible into English, suffered martyrdom here as a

heretic, in 1536, being strangled at the stake, and then burnt outside the town, near the *Penitentiary*, a huge edifice, with loophole windows, on the l., which stands on the site of his prison.

On quitting Vilvorde many pretty country-seats are seen on the banks of the broad canal which goes to Brussels, and outside of Vilvorde the vast Penitentiary mentioned above.

Schaerbeck Junct. Stat. *Rly.* to Louvain (Rte. 26). [Not far off is *Rijmenant*, where in 1578 Don John of Austria was defeated by the Protestant Confederates, in whose ranks fought some Scotch regiments, who threw off their clothes during the action for the sake of coolness!]

rt. 3 m. from Brussels, the *Palace of Laeken*, residence of the King of the Belgians, appears at some distance on the rt. It is handsomely furnished, but there is nothing to distinguish it from other kingly residences, of which a traveller may see enough in a continental journey. It was originally built for the Austrian governor of the Netherlands before the French revolution, and was afterwards inhabited by Napoleon, who here planned his disastrous Russian campaign. The gardens and park are very beautiful. Madame Malibran is buried in the *Cemetery of Laeken*. A statue of her in marble, by *Geefs*, has been set up in a sort of temple by her husband, who caused her body to be removed hither from Manchester; rt. see the tower of the Gothic Church erected as a memorial to Louise Marie, Queen of the Belgians (died 1850). Adjoining it is the *Mausoleum of King Leopold* and his queen, finished 1876.

The Allée Verte, a long avenue of trees, extends nearly all the way to Brussels from Laeken.

Brussels Stat. du Nord, near the Botanic Garden, at the E. end of Longue Rue Neuve and Boulevard Centrale.

6 m. BRUSSELS (Fr., *Bruxelles*).—*Inns*: *H. de l'Univers, clean and comfortable, well kept; H. de Suède; H. de Saxe, dear—all 3 in the Rue Neuve, lower town, and not far from the railway. The following hotels are in the

upper town: Hôtel Bellevue, very expensive; H. de l'Europe—table-d'hôte 4 frs.; breakfast 1 fr. 50 c., small room 2 frs. 50 c., bottle ord. wine 3 frs. 50 c.; H. de Flandre; all 3 in the Place Royale.—*H. de France, Rue Royale, corner of the Mont du Parc; new manager 1874. H. de la Régence and H. Windsor, cheap and clean, both Rue de la Régence; H. Mengelle, Rue Royale, dear.

2nd-class Inns: H. de Brabant; H. des Brasseurs, Grande Place; Grande Monarque, a French house. In these the expenses ought not to exceed 10 fr. daily.

Eng. Boarding Houses, 47 Avenue de la Toison d'Or (Quartier Louise), B. de Boeck proprietor, good.

Restaurants.—Dubost, 23 Rue de la Putterie, dinners 5 to 7 P.M., 4 frs., excellent; Aux Provençaux, R. Royale; Mengelle, 40 R. Royale; Allard, R. Fossé aux Loups, near the great theatre.

Cafés.—Mille Colonnes, and Café Suisse, Place de la Monnaie; Café du Grand Balcon, corner of Passage du Roi or St. Hubert.

Brussels, the capital of the kingdom of Belgium, and seat of government and of the Chambers, on the small river Senne, has 190,000 Inhab., or with its suburbs 365,000. It is divided into the upper and lower towns, the upper being the most fashionable and healthy quarter, from its elevated site. It contains the King's palace, the Chambers, and many large hotels. The Rue de la Loi is occupied by public offices. The lower town has some picturesque buildings, the residences in former times of the Brabant noblesse. The Market Place, with its splendid Hôtel de Ville, in this quarter, is beyond doubt unrivalled as a specimen of Gothic splendour in civic edifices. The *Quartier Léopold*, containing some fine streets, is the fashionable part of the town, outside the Boulevard du Régent. Many of its handsome houses are occupied by English. Here are the Zoological Garden, beyond the Luxem

bourg Rly. Stat., and the Musée Wiertz.

The *Boulevard Central*, traversing the Lower Town, connecting Stat. du Nord with Stat. du Midi, is a very stately avenue. Here is the *Post-office*.

New Law Courts, a building of great extent and splendour, are in progress.

French is the prevailing language, though many among the lower orders, and the majority of the population in the lower town, speak only Flemish. The number of English resident here has caused our language to be generally understood.

Those who are acquainted with the French metropolis will find here many similarities, which give Brussels the character of *Paris on a small scale*. Besides the language, which is the same, and a certain fondness for French manners and habits perceptible in society here, the town of Brussels has its Opera, in imitation of that of Paris; its cafés, in the manner of those of the Palais Royal; a palace-garden, which may be compared with that of the Tuileries; and Boulevards around the town, inferior only in extent to those of its great original.

The **Park* is a considerable enclosure and delightful shady walk in the higher town, forming the interior of a large square, laid out with avenues of trees, pretty vistas, and verdant turf, and ornamented with statues; serving as a promenade to the inhabitants, who are indebted to the Empress Maria Theresa for it. The most fashionable evening walk is on the l. of the entrance to the Place Royale. Within the area of the park stood the *Old Châtea*u of the Dukes of Brabant, in the hall of which took place the abdication of Charles V., 1555. No trace of it remains. The park was the scene of the sharpest combat during the revolution of 1830. At the S. corner, close to a grotto, is a small well, bearing on the kerb-stone a Latin inscription, stating that Peter the Great, King of Muscovia, tumbled into it in April, 1717, owing to his having drunk too much wine.

Among the buildings which overlook the Park, are—

The *King's Palace*; it has nothing very remarkable without or within. Laeken is the usual royal residence.

Near to it is the *Palais Ducal*, given by the city to the Duke of Brabant, but never occupied by him. It was erected at the cost of the city of Brussels, and presented to Wm. II., King of Holland, when Prince of Orange. The building was finished and inhabited 1829, and the owner was expelled by the revolution of 1830. It serves as a Museum of modern Belgian Art, the ground-floor being occupied with works of *Sculpture*, and the upper story with *Paintings* of the 18th and 19th cents. *Obs.*, among the cattle-pieces of *Verboekhoven*, The Sheep caught in a Storm; Italian Landscape, with Ox, Sheep, and Shepherd; *Omeegans*'s Landscape; *A. Stevens*—Lady with Lace and Muslin; *Navez*—Agar; *Athaliah* recognising Joash; *Baron Leys*—The Establishment of Christian Worship at Antwerp after the Revolution; *Madou*, a genre painter—The Village Fête, reminding one of Wilkie.

In *Sculpture*—The Lion in Love, by *William Geefs*; also works by *Jean and Joseph Geefs*, *Simonis*, and *Frequin*. The Palais Ducale is open to the public daily, 10 to 4, free.

The *Palais de la Nation*, built by Maria Theresa for the meetings of the Council of Brabant, is situated Rue de la Loi, at the end of the Park, facing the Royal Palace, devoted to the 2 Representative Chambers, the Senate, and Chamber of Deputies, which form the Parliament of Belgium. In the Hall of the Senate hangs the last portrait of Léopold I., by *De Keyser*, and The Rise of the Belgic Kingdom, an allegory, by *Gallait*; a series of portraits by *Gallait*; A Roman Scene, by *Verboekhoven*; and The First Journey of the Locomotive, by *Madou*; Henri IV. of France playing with his Children, by *H. Dillens, sen.*; The Battle of Lepanto, by *Ernest Schিংeneijer*; the Battle of Nieuport, by *Odevaert*; and the Death of Mary of Burgundy while hunting, *Mathieu*. Ladies, as well as gentlemen, are admitted during the

debates. The entrance is behind, in the Rue de l'Orangerie, during the sittings of the Chambers; at other times by the principal entrance, Rue de la Loi.

In a recess of the Rue Royale, opposite one of the Park gates, is a marble statue of the French General *Bellicard*, by *William Geefs*. A great equestrian statue of Godfrey of Bouillon stands in the centre of Place Royale.

In the Place du Congrès, between the Botanic Garden and the Rue de la Loi, rises the *Column of the Constitution*, surmounted by a bronze statue of King Leopold I. It was raised, 1859, as a memorial of the National Congress, which after the Revolution of 1830, established the Constitution and called Leopold I. to the throne. At the four corners of the base are female figures personifying Liberty of the Press, Education, Association, and Religion.

The *Museum*, entered from the corner of Place Royale, is the Old Palace, formerly the residence of the Spanish and Austrian Governors of the Low Countries, and before that of the Dukes of Brabant. It is now called Palais des Beaux-Arts, and contains—1st. *The Picture Gallery*. Here are 7 works reputed to be by Rubens, mostly inferior to those at Antwerp, and probably executed by his pupils. They are, however, not deficient in many traces of his transcendent power. Among them are, The Martyrdom of St. Lieven—a Coronation of the Virgin—Adoration of the Magi—Christ falling under the Cross—a Dead Christ at the Sepulchre—Christ armed with Thunder to destroy the World; a repulsive and unchristian allegory. "Christ, with Jupiter's thunder and lightning in his hand, denouncing vengeance on a wicked world, represented by a globe lying on the ground with the serpent twined round it: this globe St. Francis appears to be covering and defending with his mantle. The Virgin is holding Christ's hand, and showing her breasts; implying, as I suppose, the right she has to intercede and have an interest with him whom she suckled. The Christ, which is ill drawn, in an attitude affectedly contrasted, is the

most ungracious figure that can be imagined: the best part of the picture is the head of St. Francis."—*R.* The Assumption of the Virgin:—"The principal figure, the Virgin, is the worst in the composition, both in regard to the character of the countenance, the drawing of the figure, and even its colour; for she is dressed, not in what is the fixed dress of the Virgin, blue and red, but entirely in a colour between blue and red, heightened with white; and this coming on a white glory gives a deadness to that part of the picture. The Apostles and the two women are in Rubens's best manner. The angels are beautifully coloured, and unite with the sky in perfect harmony; the masses of light and shade are conducted with the greatest judgment; and, excepting the upper part, where the Virgin is, it is one of Rubens's rich pictures."—*R.* *Van Dyk*, Portrait of *Dellafaille*. *Philippe de Champagne* (native of Brussels), a room full of his paintings, among them, perhaps, his best—The Presentation in the Temple—includes portraits of Pascal, and other members of Port Royal, and his own portrait. *Franz Floris*, The Last Judgment. *De Crayer*, St. Peter Fishing, and the Miraculous Draught of Fishes. *P. Neefs*, Interiors of Antwerp Cathedral. *Gerard Dowo*, His own portrait. *Dierick Stuerbout*, The Ordeal of Hot Iron. The wife of the Emperor Otho convicted of the same crime as Potiphar's wife, on the testimony of the widow of the Count, who had been beheaded on the strength of the empress's false accusation. The widow is kneeling before the Emperor with the hot iron in her hand. 2 pictures. ***Van Eyck*, Adam and Eve, wings of the picture in St. Bavon, Ghent, of the Adoration of the Lamb. *Bernard van Orley*, The Dead Christ, mourned over by his friends and by the women, one of his best works. "It has great truth to nature, but is hard, as the whole picture is in a dry Gothic style."—*R.* ***D. Teniers's* Kermis, or Village Wake, with figures of the painter and his 2 daughters and servants, his carriage and château, is a masterpiece. In the bombard-

ment of Brussels on the 20th of August, 1695, by the French under Marshal Villeroy, there were destroyed, in less than 48 hours, several thousand houses and 14 churches, the latter adorned with some of the finest works of Rubens, Vandyk, and other eminent painters, which perished in the flames.

The Museum of Natural History, on the lower story, is the most complete in Belgium. The zoological department includes many specimens brought from the Dutch East Indian colonies. That of mineralogy is enriched by an interesting collection of Russian minerals; chromate of lead and malachite are fine. There is a complete series of the volcanic products of Vesuvius; of the fossils of Maestricht; of the Antwerp crag; a skeleton of a *mammoth*, from Lierre; Belgian cave bear-skulls; skeletons of sperm whale; *Simia nasuta*, an ape with a nose! &c.

The Palace of Industry, on one side of the Quadrangle, is appropriated to periodical exhibitions of the products of national arts and manufactures. It contains a collection of models of engines, sluice-gates, machinery, &c. Open daily.

The Royal Library, of 234,000 printed vols. and 20,000 MSS., in the same building, includes the well-known *Bibliothèque de Bourgogne*, founded in the 15th cent. by Philippe le Bon, Duke of Burgundy; many are richly adorned with miniature paintings of the greatest beauty. *Obs.* The Chronicle of Hainault, in 37 fol. vols., illuminated by Memling (?), deserves particular notice; the Missal of Matthias Corvinus, King of Hungary, the Psalter of Louis of Mael, and Charles the Bold's MS. copy of the 'Cypopædia.' This collection has been twice carried off to Paris by the French as the spoils of war. The library of printed books (3000 incunabula) was formed in 1837 by the union of the libraries of the State and of the town of Brussels with that of Van Hultem, which was purchased for 315,000 fr. Here is also a collection of 60,000 prints, rich in old Flemish and German artists. It includes a splendid collection of Nielloes, some

unique; a woodcut, with the date 1418; coins, medals, &c. The library is open every day except Sun. from 10 to 3; but closed from 15th Aug. to 1st Oct. Nothing can exceed the comfort of the reading-room.

The *University*, founded 1834, Rue des Sols, close to the Palace des Arts, has been almost entirely rebuilt. It numbers about 650 students and 50 professors. To this is attached a Polytechnic School, where gratuitous lectures are given in various branches of Science, Literature, and Art.

The **Town Hall*, in the Market Place, is the grandest of those municipal palaces which are found in almost every city of the Netherlands, and nowhere else of the same splendour. The part S.E. of the tower was begun 1401. The beautiful spire, of Gothic open work, 364 ft. high, was built by Jan van Ruysbroek. It originally stood at the end of the building: the wing to the N.W. of the tower was added in 1444. It differs in length and otherwise materially from the older wing, but not so as to destroy the effect of the whole. The gilt copper figure of St. Michael on the top, which serves as a weathercock, and turns with the wind, is 17 ft. high. The outside of the building has been carefully restored, and new statues placed in the niches. The *Salle des Mariages*, where the civil contract of marriage is executed before the mayor, is hung round with Belgian tapestries of the 15th cent. and Gobelins of the 17th.

The *Grande Place*, one of the finest squares in Europe, is lined with picturesque old houses, most of which were the halls of various Corporations and Guilds—brewers, archers, mariners, &c. It was often the scene of splendid tournaments and bloody executions. Here Counts Egmont and Horn were beheaded, by sentence of the cruel Alva, in 1568. They passed the night preceding their deaths in the semi-Gothic house opposite, called the Broodhuis, or *Maison du Roi* (built 1525), in the small chamber at the corner on the 2nd story. Alva looked on while the execution was going forward, from a window opposite.

The spot on which the scaffold stood is now occupied by a *grand monument* of the noble pair—colossal bronze statues of the 2 counts, Egmont and Horn, by *Fraiken*, 1864.

In the Boulevard Central—not far from the *Grande Place*, is the **New Exchange*, a very handsome edifice in semi-classic style, with 2 Corinthian porticoes, designed by *Suys*. The Grand Hall, transeptal in plan, its dome supported on marble pillars, is at noon filled with noisy stock-jobbers.

The *Collegiate *Ch. of Ste. Gudule*, the finest in Brussels, is a very noble Gothic edifice, the well-proportioned W. front of which stands grandly on the slope of the hill. Admission $\frac{1}{2}$ fr. The existing choir and transepts were finished in 1273, the nave in the 14th cent., and the towers in 1518. The whole has been well restored. The proper dedication is to the "Saints Gudule et Michael." The choir, with double aisles ending in an apse, is remarkable for the beautiful **painted glass* in its windows, especially those by Roger van der Weyde in the N. chapel of the St. Sacrement des Miracles, including portraits of sovereigns and princes of the 16th cent., by whom they were presented: 2 are dated 1546, and 2 1547. The N. and S. windows of the transept are of 1557, the W. window 1528. Within the choir are cenotaphs, erected in 1610 to John II., Duke of Brabant (1312), and Margaret, daughter of Edward I., his wife, and one of the Archduke John (1596). In the chapel of the Virgin, S. aisle, is a marble statue, by *Geeffs*, of a Count de Mérode, a hero or martyr of the Belgian revolution of 1830. He is represented wounded and holding a pistol, wearing a blouse, the costume in which he was shot.

In the nave simple early Pointed arches rest on circular piers. The statues of the 12 Apostles placed against them are by Quellin and Duquesnoy. The carved **pulpit* is an extraordinary rather than artistic work of Verbruggen. It represents Adam and Eve driven out of Paradise by the angel, who appears on one side of the globe wielding the flaming sword, while Death glides round with his dart from

the opposite side. The pulpit itself is in the hollow of the globe, which is supported on the tree of knowledge, and the tree of life, teeming with fruit, and with various animals perched on their branches. Above the canopy stands the Virgin holding the infant Saviour, whom she is assisting to thrust the extremity of the cross into the serpent's head. It was executed for the church of the Jesuits at Louvain: on the suppression of the Society Maria Theresa gave it in 1776 to this church.

In the chapel of the St. Sacrement des Miracles, are deposited the *Miraculous Wafers*, said to have been stolen from the altar at the instigation of a sacrilegious Jew, and subjected to insults by himself and his brethren assembled in their synagogue. To add to the sacrilege, the day chosen for this outrage was Good Friday. When the scoffers proceeded so far as to stick their knives into the wafers, jets of blood burst forth from the wounds, and they were struck senseless. The Jews were then denounced by one of the pretended spectators, who had been converted to Christianity, and were seized and put to death by the most cruel torments. This took place about the end of the 14th cent. This triumph of the faith, as it is called, is commemorated every year, on the Sunday following the 15th of July, by a solemn procession of the clergy, and by the exhibition of the identical miraculous wafers.

A beautiful modern carved wood altar has been set up in the chapel. It cost 1000*l*. There is a good deal of mediocre modern glass, gifts of private benefactors, in this ch. From 12 to 4 this ch. is closed, except on payment of 1 fr. admission.

The *Ch. of Notre Dame de la Chapelle*, at the head of the Rue Haute, deserves visiting for the sake of its Romanesque Choir (9th cent.). It contains a picture by Crayer, Jesus appearing to Mary Magdalen; some good modern frescoes, by Van Eycken; a singular pulpit, representing Elijah comforted by an Angel, under a canopy of palm-trees; the tomb

of the painter Breughel, and a small paltry tablet to his memory; besides which, on the left of the high altar, there is the more pretending monument of the family Spinola.

The *Place Royale* is the central point in the upper town, surrounded by hotels, at the top of the Rue Montagne de la Cour. In the middle is the *Ch. of St. Jacques Caudenberg*, with a Corinthian portico, and in front of it an equestrian statue (by Simonis) of Godfrey de Bouillon, raising the standard for the 1st Crusade.

On one side of this Place is the Park; from the opposite side runs *Rue de la Regence*, a fine avenue, in which stand the Palais de l'Exposition; the *Conservatoire de Musique*, with wings, red brick and stone; and the old *Ch. of N. D. des Victoires*, with fine Gothic portal, a lofty lantern, and a carved pulpit.

At the end of this street rises the colossal and magnificent **Palais de Justice* (commenced in 1868), from designs by Carpentier and Poelaert. It will cost upwards of 1,000,000*l*. To it will be removed the two finest works of the modern Belgian School of Painting—the Abdication of Charles V. by Gallait, and the Signing of the Compromise or Request, by de Biefve.

The *Prison des Petits Carmes*, near the square called Petit Sablon, stands on the site of the Hôtel Cuylenbourg, memorable as the place of meeting of the Confederates in the reign of Philip II., who were the means of delivering the United Provinces from the yoke of Spain. On this spot (1566) they drew up the famous petition to the Regent Margaret of Parma, called the "Request." At the moment when it was presented one of the courtiers was overheard to whisper in the ear of Margaret, who was rather abashed by the sudden appearance of the petitioners, "not to be annoyed by such a parcel of beggars" (*gueux*). The leaders of the confederates, hearing of this, and feeling that an epithet given

to those who came forward in defence of their country and liberties, though meant as a reproach, became by its application a title of honour, determined at once to adopt it as their *nom de guerre*. The same evening, when they met at supper, some of them appeared on the balcony of the hotel, with a beggar's wallet at their back and a porringer (*jatte*) in their hand, out of which they drank success to the Gueux! The spark thus lighted was soon blown into a flame, and this is commonly considered one of the leading events of that revolution which, in a few years, dispossessed Spain of the dominion of the northern portions of the Low Countries. Alva wreaked his blind vengeance on the building where the meetings were held, by levelling it with the ground.

The *Palais d'Arenberg*, 17 Place du Petit Sablon, contains a small but choice gallery chiefly of Dutch and Flemish masters: among them an interior by *de Hooghe*; Tobias' Cure, *S. Koning*; Marriage in Cana (vulgar), *Jan Steen*; a Musical Party, *Ostade*; and a beautiful *Paul Potter*; a choice collection of Etruscan antiquities, and much fine old furniture. In the library is an antique head, asserted to be that of the famous Laocoon. The Gallery is shown daily, except Sundays, 10 to 4.

The *Musée Wiertz*, Rue Wiertz, near the Zoological Gardens, outside the town (cab 2½ frs.), open daily 10 to 4, gratis, is occupied by the works of an esteemed but eccentric artist, named Wiertz, who died 1863. The building was erected for him by the Belgic Government, to whom he bequeathed his pictures. The subjects displayed in the great Hall are peculiar. The Belgic Lion of Waterloo leaving his mound to contend with the Black Eagle; One of the great ones of the Earth (*Polyphemus*) scattering his Enemies; The Fight over the body of *Patroclus*; The Hosts of Hell warring against the Powers of Heaven. The Beacon of Golgotha is the name given to an original design of the Raising of the Cross. The Orphans is a touching picture, painted by Wiertz on behalf of

the children of some masons killed by the fall of a building. Premature Burial, and The Suicide, are efforts of great power, but almost too horrible for the pencil. The portrait of the artist by himself should not be passed unnoticed. Some of the pictures are shown through peep-holes—a rather unworthy trick. It is doubtful whether ladies should visit this exhibition; it is not fit for children.

The *Studios of Geefs*, the sculptor, Rue du Palais, and of *Verboekhoven*, the painter, Rue Royale Extérieure, may be visited with pleasure.

The **Porte de Hal*, at the S.W. end of the town 2 m. from the H. de Ville, a large Gothic gatehouse now standing alone, was one of the city gates and part of the fortifications, erected 1381; it was Alva's Bastille during his bloody persecution of the Reformers. It is now used as a Museum for a very interesting and well-arranged collection of mediæval antiquities. On the ground-floor, specimens of 15th-cent. breech-loading cannon, from the castle of Bouvigne:—1st Floor—arms, armour, chain- and scale-mail suit of 12th cent.; Charles V.'s helmet, gauntlets, and dagger; suits of steel of Philip II. of Spain, and many more; firearms, wheel-lock guns and pistols; Venetian glass—a large series—martyrdoms of Saints, in wood-carvings, very curious and horrible; the carved wood cradle of Charles V., a brass font from Tirlémont (1149), a roodscreen, 5 altarpieces of wood, carved shrines, ivories, enamels, glass, and other antiquities. The bow and mantle of red feathers of Montezuma, King of Mexico, were brought hither by the Emperor Charles V. This Museum is open daily 10 to 3, a small gratuity to the concierge is usual. In front of this building criminals are guillotined—a rare occurrence.

The **Zoological Gardens*, just beyond the Luxemburg Rly. Stat., Quartier Léopold, deserve a visit, especially during summer evenings when outdoor concerts are given, and they are resorted to by crowds of respectable people—admission, 1 fr. They contain

a good restaurant, and a fine aquarium, forming a series of grottoes.

The *Geographical Museum* of M. van der Maelen (open every week day, 9 to 11 and 1 to 4—small fee expected) was founded in 1830, and deserves notice.

The square called *Place des Martyrs* (Martelaers Plaets) contains a large monument erected over the grave of more than 300 of the "braves Belges" killed in the Belgian revolution, Sept. 1830. It consists of a marble statue of Liberty on a pedestal, with a kneeling Genius in each of the 4 corners, by *Geefs*. Below and around it runs a sort of subterranean gallery or catacomb, in which the slain are interred.

Brussels is the birthplace of Vesalius the anatomist, 1514, to whom a statue in bronze has been erected in the *Place des Barricades*; of Van Helmont, the alchemist, 1577; of Margaret of Austria, Governess of the Low Countries, daughter of the Empr. Maximilian; of the painters Bernard van Orley, 1471, Philip de Champagne, 1602, and Van der Meulen; and of the sculptor Duquesnoy, 1594.

English Church Services on Sundays.—The *Chapelle Royale*, Rue du Musée, at 9 A.M. and 3 P.M.; — the *Église Evangélique* on the Boulevard de l'Observatoire, 12.45 and 3.30 P.M.; — *Chapelle Evangélique*, Rue Belliard, Quartier Léopold, 11½ A.M. and 3 P.M.

Theatres, Theatre Royal (Opera), in the *Place de la Monnaie*; the performances are first-rate, and the edifice itself large and handsome. Open every evening but Sat., closed June 1 to Sept. 1. *Théâtre du Cirque*, on the Boulevard d'Anvers; Flemish plays. *Théâtre St. Hubert*, *Galerie St. Hubert*, good, but ill-ventilated. *Théâtre Molière*, a small and elegant house, where vaudevilles are well performed, in Quartier Namur. *Théâtre du Parc*, in which high comedy is performed every evening from Sept. to end of May.

A *valet de place* expects 5 fr. per diem here and elsewhere in Belgium.

Post Office, Boulevard Central. Poste restante open 5½ A.M. to 8 P.M. *Letter-boxes* and *Telegraph Offices* here and in various parts of the town.

Exchange Office, Suffell, 81 Montagne de la Cour.

The *British Embassy* is in Rue du Trône, Quartier Léopold. *American*, 18 Rue de Marnix.

Railroads.—*Station du Nord*, for Mechlin, Antwerp, Ghent, Bruges, Ostend, Liège, Aix-la-Chapelle, Cologne.—*Station du Midi*, for Namur, Mons, Douai, Lille, Paris.—*Luxemburg Stat.* (Quartier Léopold), Great Luxembourg Railway (Rte. 29) to Namur, Liège, Arlon, Charleroi, and Paris, by Ottignies.

Tramways from all the railway stats., through both upper and lower towns, as far as the Zoological Garden, and to Laeken. *Omnibuses* running in all directions on pavé, and calling at the chief hotels to convey passengers to the railroads.

Hack Carriages.—By the *course* or drive within the town; no stoppages allowed. *Cab (Vigilante)*, 1 fr. 50 c.; *Fiacre* (2 horses), 2 fr. By the hour: *Cab*, 1 fr. 50 c.; *Fiacre*, 2 fr., and 75 c. every hour after. The drivers expect a small *pourboire*. At night, from 11 P.M. to 6 A.M., increased fares.

Booksellers.—Kiesling and Co., 26 Rue Montagne de la Cour. *N.B.*—Belgian and French editions of English books are *prohibited* at the British Custom-house.

The *best shops* are in the Rue Montagne de la Cour, Rue de la Madeleine, Rue Neuve, &c.

The *Galerie du Roi* or *St. Hubert*, constructed in 1847, extending from the *Marché aux Herbes* to the Rue de l'Evêque, is a handsome arcade, or street glazed over, filled with shops, and may vie with the *Passage d'Orléans*, in the Palais Royal, Paris. Here are several *Cafés*.

The most remarkable manufacture at Brussels is that of *Lace*, celebrated all over the world. The peculiarity, in addition to the fineness, which distinguishes it, is, that the patterns are worked separately with microscopic minuteness, and are afterwards *appliqué*.

The flax employed in the manufacture grows near Hal; the best comes from a place called Rebecque. The finest sort costs from 300 fr. to 400 fr. per lb., and is worth its weight in gold; everything depends on the tenuity of the fibre. $\frac{3}{4}$ yard (English) of the finest and most expensive kind of lace costs 150 fr.; but a very good sort is sold for 50 fr., and the prices of some are as low as 10 fr. per aune. It is said that the persons who spin the thread for Brussels lace, and also for the French cambric (*batiste*) of St. Quentin, are obliged to work in confined dark rooms, into which light is admitted only partially by a small aperture; and that, by being thus compelled to pay more constant and minute attention to their work, they discipline the eye, and attain the faculty of spinning the flax of that web-like fineness which constitutes the excellence of these 2 fabrics. There is no advantage in buying lace here; it may be got as cheap in London. *Kid gloves*, however, may generally be had cheaper. The *carved wood-work* of modern Belgic artists is pretty; it may be had of De Backer, 61 Rue Montagne de la Cour.

Direct Routes to London, viâ Ath, Blandain, Tournai, Lille, Calais, and Dover, 10 hrs. (see Rte. 15). Viâ Ghent, Bruges, Ostend and Dover, 10½ hrs. (see Rtes. 20, 21). To Paris, viâ Braine, Jurbise, Mons, and Hautmont, 6½ hrs. (see Rte. 32).

The principal *Promenades*, besides the Park, mentioned before, are the *Boulevards* de Waterloo, du Régent, and de l'Observatoire, in the Quartier Léopold; —the *Botanic Garden*, in the Rue Royale, very prettily laid out, is open to the public Tues., Thurs., Sat., from 10 to 4.

The **Bois de la Cambre* is to Brussels what the Bois de Boulogne is to Paris, although it is a little sombre; it forms the fringe of the Forêt de Soignies, and large sums have been expended in laying out and embellishing it. A long Avenue, through the Quartier Louise, leads to it, and hither in summer evenings resort the fashionable world of Brussels in gay equipages, on horseback and on foot. In

one corner a *Cricket-ground* has been assigned to the English.

La Maison du Tir National, Chaussée de Louvain, will have an interest for British volunteers. The arrangements for shooting under cover, its targets, and mode of marking, deserve much approval. The marker indicates the shots made, not by flags, but by numbers on boards; 5 represents a bull's-eye, and the outer rings on the target count from 4 to 1.

Excursions. — a. to Laeken Palace, Park, and modern Church. A *fiacre* costs 5 fr. to go and return, provided it be not detained more than 2 hrs. Laeken is a rly. stat. (see above). From the fields near Laeken is the best view of Brussels.

b. *The Excursion to Waterloo* 12½ m. from Brussels (see Rte. 24) will occupy about 7 or 8 hrs., allowing 3 hrs. for surveying the field. You should not start later than 9 A.M. A carriage and pair costs at least 30 fr., with *pourboire* for cocher. The old road is paved, and is generally hot and dusty, but there is a new road through the forest of Tergnier. Distance to the centre of the field 12 m. = 2 hrs.' drive. N.B.—Waterloo village is 2 m. short of the field. Stipulate, therefore, with the driver to take you to Mont St. Jean at least; better still to the Hôtel du Musée, at the foot of the Mound of the Lion.

The *Railway to Nivelles* by Braine l'Alleud, now offers quick and convenient access to the field of Waterloo. See Rte. 23A. The high road to Namur (Rte. 24) runs through Waterloo, and across the field of battle.

English stage-coach daily, except Sunday, direct to the Field, from H. de Saxe, starting 9 A.M. It makes rather a short stay—so that the visit to the field is hurried. Those who would see it thoroughly and leisurely must hire a carriage for themselves.

c. About 6 m. from Brussels, close to a Stat. on the Railroad to Louvain, is the village church of

Saventhem. It contains an admirable copy by *Van Dyk*, of Rubens's picture, now at Windsor, of St. Martin dividing his cloak with the beggar, which was

restored to the church from the Louvre in 1817. Van Dyk is reported to have fallen in love with a girl of Saventhem, Anna van Ophen, and there to have lost his time and money in pursuit of his passion. To show his devotion to her, and to comply with her request, he painted 2 pictures for the parish church—one, a Holy Family, in which he introduced portraits of his mistress and her parents; the other, this copy of St. Martin. The villagers have twice risen up to prevent the removal of this cherished work of art; first by a Dutch picture-dealer to whom it had been clandestinely sold by the parish priest, and again by the French.

d. To the ruined abbey of *Villers-la-Ville* (see Rte. 33), taking Luxembourg Rly. to Villers Stat. Return by 4 P.M.

ROUTE 23A.

BRUSSELS TO NIVELLES AND LUTTRE, BY WATERLOO.

39 m. Six trains daily, in 40 min. from Stat. du Midi.

The field of Waterloo may readily be visited by this line, taking return tickets to Braine l'Alleud (1st class, 2 f. 30 c.; 2nd class, 1 f. 75 c.).

Terminus—Station du Midi.

Forest Stalle Stat.

Mele Stat.

Calivoet Stat.

Waterloo Stat.

The most convenient point from which to visit the battle-field, is

18 k. *Braine l'Alleud Stat.*, $1\frac{1}{2}$ m. from the Lion on the Field of Waterloo. Omnibus from H. du Musée meets midday train, returning in the afternoon, or the traveller may walk on to Mont St. Jean and pick up the train at Waterloo Stat.

23 k. *Lillois Stat.*

28 k. *Baulers Stat.*, a suburb of

Nivelles. (Inn: H. Couronne.) Pop. 8830. The *Ch. of Ste. Gertrude*, consecrated 1045, is a very noble edifice of Romanesque architecture, with double transepts, externally unaltered.

The interior was destroyed about the middle of the 18th cent. It possesses the relics of St. Gertrude, daughter of Pippin of Lauden, Austrasian Mayor of the palace, in an elaborate shrine in the form of a church, with all the most minute Gothic details, of metal gilt. It is placed over the high altar. Also two pulpits carved by Delvaux; one, of wood, represents Elijah in the Desert; the other, of marble, the Good Samaritan. Under the massive W. tower is a fine crypt of Romanesque style, much resorted to by pilgrims to St. Gertrude's shrine, who squeeze themselves through between one of the pillars and the wall, as a cure for illness. This practice arises from a legend that St. Gertrude, when pursued by a prince, who sought her in marriage, escaped from his importunities through a gap in a wall. The smaller tower of the church contains the chimes: the hours are struck by a colossal figure of an armed knight known as Jean de Nivelles. The cloister adjoining the church appears to be of the 11th or 12th cent. The chapter, a secular body, consisted of 30 canons and 42 canonesses; but the whole community was under the rule of the abbess, whose qualification for election depended on a descent which could show arms with 16 quarterings.

41 k. *Luttre Junct. Stat.* Hence lines diverge to Ghent, Charleroi, Namur, &c.

ROUTE 24.

BRUSSELS TO LIÈGE, BY WATERLOO AND NAMUR.—DESCENT OF THE MEUSE, NAMUR TO MAESTRICHT.

To Liège 16 posts = 78 Eng. m.

The Great Luxembourg Railway (Rte. 29) passes within 5 m. of Waterloo at Groenendaal Stat., but no vehicle can be got there. Waterloo is now more accessible by the Nivelles railway. (See Rte. 23A.)

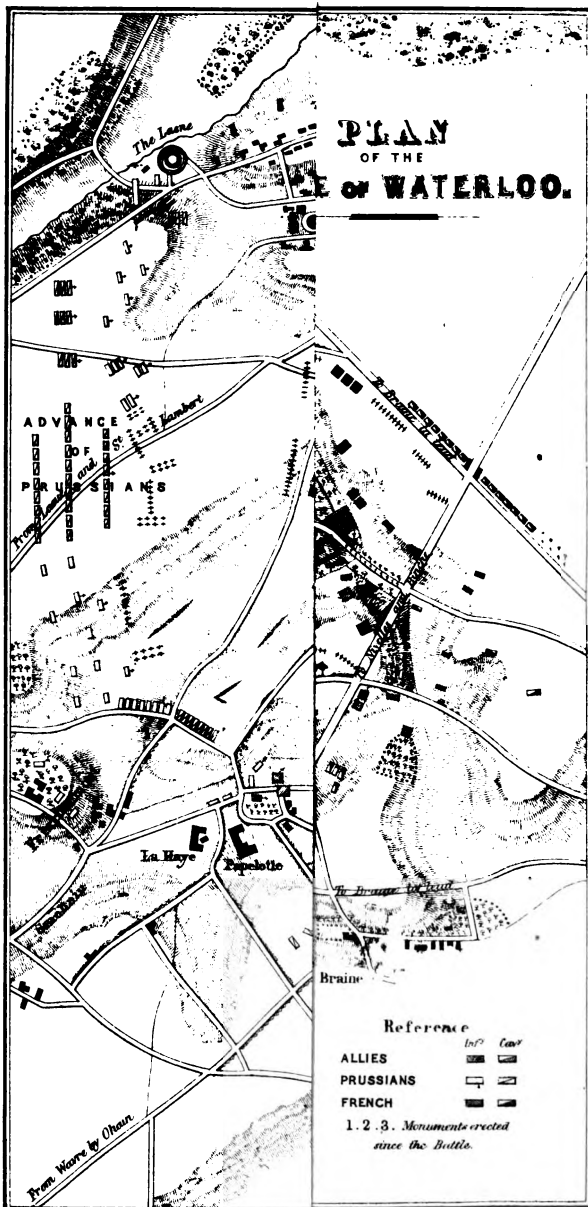
A four-horse coach starts in summer every morning at 9 from the H. de Saxe in Brussels, returning in the evening.

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The quickest way to Liège is by the *Railroad* through Louvain (Rte. 26).

Near the village of Ixelles a good view of Brussels and of the country far and wide is obtained, on which account it is a crowded place of resort with the citizens upon Sundays.

About 2 m. from Brussels the road enters or skirts the *Forest of Soigne*, or *Soignies*, now much curtailed and partly converted into cornfields. Byron, by a poetical licence, has identified it with the ancient Forest of the Ardennes. The march of the British troops through it, on their way to the battle, is described by him in these beautiful lines:—

"Ardennes waves above them her green leaves,
Dewy with nature's tear-drops, as they pass,
Grieving, if aught inanimate e'er grieves,
Over the unreturning brave,—alas!
Ere evening to be trodden like the grass
Which now beneath them, but above shall
grow
In its next verdure, when this fiery mass
Of living valour, rolling on the foe,
And burning with high hope, shall moulder
cold and low."

The forest is about 9 m. long and $7\frac{1}{2}$ broad.

2 m. WATERLOO. (*Inn*: H. de l'Argenteuil.) This village, on the outskirts of the forest, about 10 m. from Brussels, was the headquarters of the British army on the days before and following the battle to which it has given its name (June 17 and 19, 1815). The Duke's quarters were in a house opposite the church. Here, after 16 hrs. in the saddle, he dismounted from his faithful steed Copenhagen (long afterwards a pensioner in the paddocks of Strathfieldsaye), and the spirited animal, conscious of the termination of his labours, is stated to have kicked out in a manner which had nearly proved fatal to his rider.

The moment a traveller comes in sight of Waterloo he will be assailed by guides and relic-vendors, claiming the honour of serving him in the capacity of guide. The only mode of escaping the annoyance, is to fix upon a person, informing him at the same

[H. & B.]

time what will be his remuneration. 3 or 4 francs will be enough for his services over the whole field; but if this be not settled beforehand, he will not hesitate to demand at least double. English travellers seeking a guide generally find a veteran soldier and fellow countryman on the field, or at the *Waterloo Museum*, formed by the late Serjt.-Major Cotton opposite the *Hôtel du Musée*, at the Mound of the Lion. The Belgian peasant guides bribe the coachmen to recommend them, and unless the stranger encumbers himself with some sort of guide he will hardly traverse the field in peace.

The little domed *Church* and *churchyard* of Waterloo are crowded with memorials of English officers: they contain nearly 30 tablets and monuments to those who fell.

Among the curiosities of Waterloo, to the examination of which the most strenuous persuasion is used to invite the passing stranger, is the *house of M. Paris*, stated to be that in which Wellington passed the nights before and after the battle. Here also is the grave of the late Marquis of Anglesey's leg, which was cut off in the house, and here the boot belonging to it is preserved! The owner of the house to whom this relic has fallen finds it a most lucrative source of revenue, and will, in spite of the absurdity of the thing, probably bequeath it to his children as a valuable property. He interred the leg decorously within a coffin, under a weeping willow, and has honoured it with a monument and an epitaph.

Waterloo stands on the confines of the Flemish-speaking country. Mont St. Jean and the battle-field are already French.

Waterloo is now nearly joined to *Mont St. Jean*, a straggling village once almost a mile from it, and lying on the edge of the field of battle.

Here the road divides: the branch on the rt. leads to Nivelles; the other, continuing straight on, is the high road to Genappe and Charleroi.

Travellers ought not to leave their carriage at Waterloo, or even at Mont St. Jean, as it is still a mile short of

the centre of the field, and this mile will considerably increase the long walk which they must at any rate take in order to see the ground to advantage. It is more prudent to drive on to the *H. du Musée*, a clean and well kept *Inn*—English hostess. $1\frac{1}{2}$ m. close to the Mound. Omnibus to Braine l'Alleud Stat. Trustworthy guides for the field.

Leaving the village of Mont St. Jean, the road reaches an open country, almost entirely without trees; it ascends a gentle rise, and passes the large farmhouse with offices called Ferme de Mont St. Jean, which during the battle was filled with wounded British, and served as a sort of hospital.

On arriving at the end of this ascent, the traveller finds himself on the brow of a ridge extending on the rt. and l. of the road, with a gentle hollow or shallow valley before him, and another ascent and nearly corresponding ridge beyond it. Along the ridge on which he stands the British army was posted, while the position of the French was along the opposite heights.

The *Mound* surmounted by the *Belgio Lion*, by far the most conspicuous object in the field of Waterloo, marks the spot which may be considered the centre of the conflict. Travellers should ascend the mound for a general survey. Entrance free.

The field had been examined by the Duke of Wellington in the previous year. In a '*Memorandum on the defence of the frontier of the Netherlands*,' addressed to Lord Bathurst, 22nd Sept. 1814, he says, "About Nivelles, and between that and Binch, there are many advantageous positions for an army, and the entrance to the forêt de Soignies by the high road which leads to Brussels from Binche, Charleroi, and Namur, would, if worked upon, afford others."—*Despatches*, xii. 129. Though not a strong position, it was the best between Quatre-Bras and Brussels available for the protection of that capital.

Route for seeing the Field.—Leave your carriage at Musée Hotel; ascend Mound;

walk down to main road, between Gordon and Hanoverian monuments, to La Haye Sainte and La Belle Alliance. Those strong on foot, and having plenty of time, may continue on to the Prussian monument, near Planchenoit. The main point to reach, however, is Hougomont—allow plenty of time for this—after seeing it, walk back to your carriage. Starting from Brussels at 9 A.M., and allowing time for all this, it is scarcely possible to get back before 7 P.M.

The road from Brussels to Charleroi intersected the 2 armies, or, so to speak, separated the l. wing of the British (under General Picton) and rt. wing of the French from the main bodies of their respective armies. To render the declivity more gradual, the road has been cut through the crest of the ridge several feet deep, so as to form a sort of hollow way. At this point 2 *Monuments* have been erected close to the roadside; that on the right, a pillar to the memory of Col. Gordon, bearing a touching epitaph, well worth perusal; that on the left, an obelisk in honour of the Hanoverian officers of the German Legion who fell on the spot.

Hereabouts the high road is traversed nearly at right angles by a small country cross-road. During the first part of the action the Duke of Wellington stood in the angle formed by the crossing of these 2 roads, and on the rt. of the highway, at a little distance from a solitary elm, called the Wellington Tree, from an unfounded report that the Duke had placed himself beneath it during the action. The Duke knew better than to post himself and his staff close to an object which must inevitably serve as a mark for the enemy to fire at. Upon the strength of this story, however, the elm, after being mutilated and stripped by relic-hunters, was cut down and sold, some time after the battle, to an Englishman.

About half-way down in the hollow which separated the 2 armies, and in which the most bloody combats took place, is the *Farm of La Haye Sainte* close to the roadside on the rt. It

was occupied by the soldiers of the German Legion, and gallantly defended till their ammunition was exhausted, when they were literally cut to pieces: the French "got possession of it about 2 o'clock, from a circumstance which is to be attributed to the neglect of the officer commanding on the spot, and were never removed from thence till I commenced the attack in the evening; but they never advanced further on that side."—*Despatches*, xii. 610. A terrible carnage took place in the house and garden, and the building was riddled with shot.

Not far off, on the opposite side of the road, a vast accumulation of bodies of men and horses were buried in one common grave. It was near this spot that the brave General Picton was killed, and General Sir William Ponsonby wounded. 5 Scotch regiments were engaged in this part of the fight.

If we now proceed across the valley and up the opposite slope, we reach the farm of *La Belle Alliance*, a solitary white house, on the l. of the road, now a poor public-house. It was occupied by the French, whose lines were drawn up close behind it; though towards the end of the engagement Napoleon in person marshalled his imperial guards in front of it for the final charge. Napoleon's place of observation during a great part of the battle was nearly on a line with *La Belle Alliance*, at some distance on the rt. of the road. The Prussians have erected a cast-iron monument $\frac{3}{4}$ m. on the l., at the side of the road by which they came upon the field, in memory of their fellow-countrymen who fell here. Their loss on the 18th amounted to nearly 7000; it occurred chiefly in the vicinity of Planchenoit, a village on the l. of the road, beyond *La Belle Alliance*, which was stormed and retaken 3 times.

It has been falsely asserted that Blücher met the Duke after the battle at *La Belle Alliance*; but the fact is, that he did not overtake the Duke till he was 2 m. beyond the field, at the *Maison Rouge*, or *Maison du Roi*, on the road to Genappe, at 10 P.M. This error,

which is of moment in relation to the time and amount of the Duke's success in forcing the French position, is perpetuated by Maclise in his fresco in the House of Lords. In spite of the fatigues of the day, the Duke had pursued the French in person till long after dark; and when Col. Harvey, who accompanied him, pointed out the danger he ran of being fired at by stragglers from behind the hedges, he exclaimed, "Let them fire away: the victory is gained, and my life is of no value now."

The foregoing enumeration of the various localities of the field has been made in the order in which a traveller would pass them in following the high road from Brussels. If he intend to turn aside and examine the field more minutely, the following description may assist him:—

The *Mound of the Belgic Lion* is by far the best station for surveying the field. At its base is the Museum of the late Sergt.-Major Cotton, and the well-kept *Hotel*. It is a modern tumulus, 200 ft. high, beneath which the bones of friends and foes lie heaped indiscriminately together. A flight of steps leads up to the top. The lion was cast by Cockerill of Liège, and is intended to stand on the spot where the Prince of Orange was wounded.

"The mound and the lion have equally been the subject of ill-natured censures, but would appear appropriate enough, since they serve at once as a memorial, a trophy, and a tomb."—*Family Tour*.

The present appearance of the field differs considerably from what it was at the time of the battle, owing to the excavation made along the front of the British position, to obtain earth for this artificial mound. The ridge of Mont St. Jean has been considerably reduced in height; and the spot where the Duke of Wellington stood is quite cut away; the ground near being lowered several feet by the removal of the earth.

From the top of the Mound it will be perceived that the ground is a perfectly open and undulating plain. The

British force was disposed in 2 lines along one of these undulations: the foremost line occupied the brow of the eminence, and was partly protected by a *hedge*, running from Mont St. Jean to Ohain, which gave the name to the farm of *La Haye Sainte*; the second stood a little way behind, on the reverse of the slope, so as to be partly sheltered from the enemy's fire. The British were separated by the shallow valley above mentioned—varying from 500 to 800 yards in breadth—from the French, who were posted on the opposite ridge. The situation of both armies was in many parts within point blank range of their opponents' artillery.

The position of the British from rt. to l. did not much exceed a mile and a half,—“small theatre for such a tragedy;” yet on this limited front did its commander place and manoeuvre an army of 54,000 men, a remarkable instance of concentration of force. It was drawn up in a sort of curve, to suit the ground along the heights, and the rt. wing extended as far as Merbe Braine. The rt. flank of the centre stood 400 yards behind the house of Hougomont, which was very strongly occupied; the l. of the centre was posted at a short distance behind the farmhouse of La Haye Sainte, which stood nearer the Allied than the French position, and was also occupied and fortified as well as its small size and the time would admit.

The distance between the 2 farms of Hougomont and La Haye Sainte is 1300 yards. The French columns could not pass between them without being exposed to a flank fire, nor did Napoleon think it prudent to leave 2 such posts in his rear in the possession of his enemy; and his first efforts, previous to advancing against the English line, were to make himself master of them.

The British army remained during the whole day firm in its position; and, formed into squares, received on *this ridge*, in front, and on each side of the ground now occupied by the Mound, the furious charges of the French heavy cavalry, who were on the plateau between the 2 high roads nearly $\frac{1}{2}$ hr., all firing having ceased on both sides.

At the time of the appearance of the Prussians not a square had been broken or shaken; the British had not swerved an inch backwards, but were rather in advance of their first position. The Duke says, writing to Lord Beresford, July 2, 1815, “Napoleon did not manoeuvre at all. He just moved forward in the old style in columns, and was driven off in the old style. The only difference was, that he mixed cavalry with his infantry, and supported both with an enormous quantity of artillery. I had the infantry for some time in squares, and we had the French cavalry walking about as if they had been our own. I never saw the British infantry behave so well.”

Far on the l., in the direction of Wavre, are seen the woods through which the Prussians first advanced to the battle.

The *Château of Hougomont* or *Goumont*, about $3\frac{1}{4}$ m. from Waterloo ch., $1\frac{1}{2}$ m. from Mont St. Jean, and $\frac{3}{4}$ m. from La Haye Sainte, is decidedly the most interesting spot in the field of Waterloo, not only for its importance in the history of the battle, but because it still exhibits marks of the dreadful conflict. It formed, in fact, the key of the British position, and the possession of it would have enabled Napoleon to turn the English flank. It was on this account that he directed his utmost efforts towards it. At least 12,000 men, commanded by his brother Jerome, were brought at different times against it, and the fierce attacks continued with hardly any intermission during the whole of the day. It was an old-fashioned Flemish *château*, with walled gardens and farm offices attached to it. Had these buildings been formed for a fortress to resist the kind of assault which they endured, they could scarcely have possessed greater advantages; being surrounded on all sides by strong walls, which the Duke himself caused to be further fortified by breaking loopholes in them, through which the garrison, if it may be so called, directed the fire of their musketry. But, notwithstanding its strength, so furious were the attacks, and so disproportionably great the num-

ber of assailants, that it could not possibly have held out, but for the bravery of the troops by whom it was maintained. The wood, orchard, and kitchen-garden were several times in the possession of the French, but they never succeeded in forcing the walled enclosures which surrounded the house. This little citadel, though set on fire by the howitzers and almost gutted by the flames, was maintained to the last by the Coldstream Guards.

At the beginning of the battle the house stood in the centre of a wood; but the trees were so mutilated by cannon-shot during the action, that few remain. The old house set on fire by French shells has been entirely removed, and a new one occupies its place; some of the outhouses, however, still exhibit a shattered and patched-up appearance; and the walls of the orchard retain the loopholes formed by the English; whilst on the outside they present a broken surface crumbling to the touch, from the effect of the French musketry so long and vainly directed against them. "The Belgian yeoman's garden wall was the safeguard of Europe, whose destinies hung on the possession of this house." In the little chapel is shown a crucifix, saved (as the peasants say) by miracle from the flames, which, after destroying all about it, stopped on reaching the foot of the cross.

Though it is not intended to give a history of the fight, the following additional facts will not be inappropriately introduced here:—the force which Napoleon brought into the field amounted, by his own confession, to 72,000 men: 54,000 men composed the whole of the Duke of Wellington's army actually engaged; of these only 32,000 were British or of the German Legion. It has been often asserted that the Duke of Wellington was taken by surprise at Waterloo, and that he first heard the news of the advance of the French in a ball-room. This is not the fact: the intelligence was brought to the Duke on June 15, by the Prince of Orange, who found him within 100 yards of his quarters in the park at Brussels, about 3 o'clock; and by 5 the same

evening orders had been sent to all the divisions of the British army to break up their cantonments, and move on the l. of Quatre-Bras. A proposal was made to put off the ball intended to be given by the Duchess of Richmond that evening at Brussels; but it was thought better to let it proceed, and thus to keep the inhabitants free from immediate alarm: the Duke therefore *desired* his principal officers to be present, but to take care to quit the ball-room as soon after 10 as possible: he himself stayed till 12, and set off for the army at 6 next morning. On the morning of the 16th, the Duke, having finished the disposition of his forces, rode across the country to Blücher, at Ligny, being unwilling to trust to any one the important point of concerting measures for the co-operation of the Prussians. Blücher then promised to support him with 2 divisions of his army, in case Napoleon should direct his principal attack against the British. This fact is important, and not generally known. Another common error respecting this battle is, that the British were on the point of being defeated when the Prussians arrived: this is sufficiently refuted by the testimony of the Prussian general, Müffling, who expressly says that "the battle could have afforded no favourable result to the enemy, even if the Prussians had never come up." The Prussian army was expected to join the British at 2, but it appears from Blücher's despatch that it was half-past 4 before a gun was fired by them, and that it was half-past 7 before they were in sufficient force to make any impression on the French rt. At that hour Napoleon had exhausted his means of attack. He had no force in reserve but the 4 battalions of the Old Guard. These gave way on the advance of the British line. The story of the Duke's having thrown himself into the middle of a square of infantry during the charges of the French cavalry is also a pure fiction.

The fertility of the ground on which the battle was fought increased greatly for several years after it took place. Nowhere were richer crops produced in the whole of Belgium, and the corn is

said to have waved thickest, and to have been of a darker colour, over those spots where the dead were interred, so that in spring it was possible to discover them by this mark alone.

"But when I stood beneath the fresh green tree,
Which living waves where thou didst cease to live,
And saw around me the wide fields revive
With fruits and fertile promise, and the Spring
Come forth her work of gladness to contrive,
With all her reckless birds upon the wing,
I turn'd from all she brought to those she could not bring." BYRON.

"Was it a soothing or a mournful thought,
Amid this scene of slaughter as we stood,
Where armies had with recent fury fought,
To mark how gentle Nature still pursued
Her quiet course, as if she took no care
For what her noblest work had suffer'd there?" SOUTHEY.

The stranger arriving at Waterloo is commonly set upon by a numerous horde of relic-vendors, who bother him to buy buttons and bullets. The furrows of the plough during many succeeding springs laid bare numberless melancholy memorials of the fight—half-consumed rags, bullets corroded and shattered, fragments of accoutrements, bones and skulls; but, when the real articles failed, the vendors were at no loss to invent others; so that there is little fear of the supply being exhausted. Beggars, too, a most persevering class of tormentors, beset every path, in many instances apparently without the pretext of poverty.

In 1705 the Duke of Marlborough was within an inch of fighting the French nearly on the same ground as Wellington. His head-quarters were at Frischermont, and the French were posted across the Brussels road. He was thwarted, however, by the pig-headed obstinacy or cowardice of the Dutch commissioners who accompanied his army.

Waterloo to Namur.

The part of Belgium through which our route lies has been called the "Cockpit" of Europe, and has been for ages the ground upon which the powers of Europe have decided their quarrels. Besides the fields of Water-

loo and Quatre-Bras, through which the road passes, Wavre (where the Prussian rearguard under Thielmann engaged Grouchy), Fleurus, Ligny, and the little village of Ramillies, where Marlborough gained one of his most famous victories over the French and Bavarians, lie within the province of Brabant, or only a short distance off our road.

1 m. *Genappe* Stat. (*Inn*: Hotel Martineau indifferent), 17 m. from Brussels; 1800 Inhab. It was on the road, a little way out of the town, that the Prussians captured the carriage of Napoleon, and nearly took him prisoner in it, on the night after the battle.

[A Railway from Louvain and Wavre by Genappe to Nivelles (11 m.) and Manage here crosses our road.]

Between Quatre-Bras and Nivelles is the estate presented by the King of the Netherlands to the Duke of Wellington, in gratitude for his great services.

[3 m. E. of Genappe, on the rail from Louvain *via* Ottignies to Charleroi, is the extensive *Abbey of Villers* in ruins. (See Rte. 33.) About 1½ m. from Genappe is the village of Baisy, where Godfrey of Bouillon, the leader of the first crusade, was born, 1129.]

Nearly 3 m. from Genappe our road passes *Quatre-Bras*, so called because 4 roads, from Brussels, Charleroi, Nivelles, and Namur, meet at this spot. Here was fought that "desperate battle" in which the brave Duke of Brunswick fell, at the head of his devoted black band (June 16, 1815). This position was highly important to the Duke of Wellington, as being the key of all the main roads in the neighbourhood. He commanded in person during the engagement, and repulsed Marshal Ney, enabling the British to retire at leisure upon Waterloo, a step which had been rendered necessary by Blücher's defeat at Ligny, in the face of the superior cavalry of Napoleon. The Duke was at one moment surrounded and nearly made prisoner in the farmhouse which stands in the N.E. angle of the 4 roads, by an unexpected charge of French cavalry, who dispersed 2 regiments of the allies, but were in their turn driven back by

the English infantry, and none of the foremost of the pursuers were allowed to escape.

The road which continues to the S. leads through Gosselies to Charleroi, 2½ posts from Genappe: that which bears to the S.E. leads to

2 m. Sombreffe. Here the retreating army of Blücher, after Ligny, turned off by Tilly and Mt. St. Guibert to Wavre, entirely eluding the French. 4 m. S.W. lies *Fleurus*, and 2 m. farther *Ligny*—both scenes of victories gained by the French. (See Rte. 33.)

The road is uninteresting until, after crossing a small stream, it reaches the height overhanging Namur, which commands a fine view of its rock-built citadel and the valley of the Meuse.

2 m. NAMUR (Flem. Namen) Junct. Stat., Buffet—hotel omnibus from rly. —(*Inns*: H. d'Harscamps, quiet and comfortable; H. de Hollande et de Bellevue, good: both situated close to the *Belfroi* tower; Couronne, near the stat.). This capital of the province of Namur, once a strong fortress, is a clean town of 28,000 Inhab., picturesquely placed at the junction of the Sambre and Meuse. It was the capital of the Aduatici. Cæsar well describes its situation, and its capture by himself. Owing to its numerous sieges and bombardments, it possesses few old buildings, except the *belfry tower*, of the end of 14th cent., and it has scarcely any objects of interest. The traveller, calling to mind "my uncle Toby," will seek in vain the *Porte St. Nicholas*, at the S.E. angle of the ramparts, and "the advanced counterscarp and great sluice or water-stop," where he received his wound, all long since removed. Namur was taken by Louis XIV. in 1692. Racine has written an account of the siege, and Boileau celebrated its capture in a worthless ode; it was retaken by the English under William III. from the French, after a siege of 10 weeks, in 1695. It was in this memorable siege that "my uncle Toby" was supposed to be engaged.

The *Cathedral* of St. Aubin, a brick

and stucco building, with a cupola and Italian façade, was finished in 1767. Behind the high altar, hid away out of sight, a poor black tablet is the sole monument to Don John of Austria, the conqueror at Lepanto, who died in the camp at Bouges, a mile from Namur, in 1578, not without suspicion of poison from the jealousy of his half-brother Philip II. It was raised by his nephew Alex. Farnese, Duke of Parma. On the l. of the altar is a monument to Bishop Pisani, by a sculptor of Ghent, 1829. The pulpit, erected in 1848, from the designs of Geerts, of Louvain, deserves notice. Beneath it is a group representing the Saviour appearing to Mary Magdalen, a work of fine sentiment.

A street leads straightway from the H. d'Harscamps to the Cathedral, by *St. Loup*, a Renaissance ch., built by the Jesuits 1653, of lofty proportions, highly enriched internally with black, red, and grey marble, and with fine oak wainscoting; its carved stone roof rests on 12 marble piers.

In a *Museum* close to the bridge over the Sambre, may be seen an interesting collection of glass, pottery, and objects in bronze, gold, bone, &c., found in several Roman and Gallo-Roman cemeteries near Namur. In the Convent of the *Sœurs de Notre Dame* is a valuable collection of *Church plate*, &c.; a reliquary (1220), gilt, with niello figures of the Virgin, St. Lambert, &c., containing a rib of St. Peter; the Gospel, in a binding of silver, with hunting scenes and filigree work; a Chalice; a portable Altar-cover, with niellos and enamels; a Crucifix of Greek work, with 8 medallions; an abbot's staff; several mitres, &c. &c. Works of Father Hugo d'Oignies.

The *Citadel* of Namur is a picturesque object from a distance, and the heights behind it command a good view of its peculiar position between the 2 rivers of the town. To reach them, cross the Sambre by the upper bridge, and, turning rt. up the hill, leave the paved road at the end of the 2nd zigzag, keeping outside of the Citadel (which cannot be entered without a permission from the Com-

mandant), skirting the edge of the stupendous deep ditch. Namur and Huy are among the fortresses greatly strengthened after 1815, under the inspection of the Duke of Wellington, and partly at the expense of Great Britain. They form part of the great barrier on the side of France; the work of centuries to erect, at the cost of vast sums of money, and as vast an expenditure of blood. Yet Namur has lost its consequence; since the invention of long-range guns, it can be commanded from the neighbouring hills, and the Meuse could easily be passed by an army lower down, wherefore the ramparts have been levelled, except those of the Citadel.

Namur is the Belgian Sheffield;—its cutlery is celebrated. The mines of coal, iron, and marble, situated in the neighbourhood, give employment to an industrious population. The crawfish of the Meuse are celebrated, and the trout of the Sambre not to be despised.

Namur has 2 bridges over the Sambre, and 3 (two for the Rlys.) over the Meuse. From the rt. bank of that river the view of Namur and its lofty citadel is very picturesque.

3 m. from Namur is the *Eremitage de la Montagne*, cut in the rock by Carmelite friars.

The valley of the Meuse above Namur, towards Dinant (Rte. 30), is even more picturesque than below the town.

Railroads to Charleroi (Rtes. 28 and 30). To Arlon, Luxemburg, and Trèves (Rte. 29). To Dinant (Rte. 30), Mezières, Reims, Epernay, and Paris; to Brussels and the North (Rte. 29); to Liège, Maestricht, and Cologne.

Railroad to Liège, 38½ m. opened 1850. Cost about 1,200,000*l.*, chiefly of British capital. It is a fine work. Engineer, the late G. Rennie, Esq. It runs close to the river nearly the whole way, and on the l. bank.

8 trains daily—express, in 1½ hr.; stopping, in 2 hrs., but much of the beauty of the scenery is lost in a train, owing to cuttings and tunnels.

Steamers to Liège—stopped. It may

be worth while to hire a boat and drop down the stream for short distances.

The banks of the *Meuse between Namur and Liège* are hardly surpassed in beauty by any river in N. Europe: yet the scenery is not properly mountainous; it owes its chief features to its limestone cliffs and bluffs. The Meuse has been compared to the Wye; but is even more romantic than the English river.

“What lovelier home could gentle fancy choose?
Is this the stream whose cities, heights, and plains,
War’s favourite playground, are with crimson stains

Familiar as the morn with pearly dew?
The morn, that now, along the silver Meuse,
Spreading her peaceful ensigns, calls the swains
To tend their silent boats and ringing wains,
Or strip the bough whose mellow fruit bestrewn
The ripening corn beneath it. As mine eyes
Turn from the fortified and threatening hill,
How sweet the prospect of yon watery glade,
With its grey rocks clustering in pensive shade,
That, shaped like old monastic turrets, rise
From the smooth meadow-ground, serene and still!”
WORDSWORTH.

The Meuse affords a pleasing mixture of cultivation and wildness, of active industry and quiet nature, smoking steam-engines and naked and abrupt cliffs of limestone, ruined castles and flourishing villages, with huge many-windowed mills and factories, which give an agreeable variety to the road. Its paved causeways, mills, and many villas are not however suited to the pedestrian. The district swarms with population all the way to Liège, and the soil is in the highest state of culture; the lower grounds occupied by the richest corn-fields and hop-grounds, or the most verdant meadows. These, with the winding river flowing between them, form the features of a most beautiful landscape. The numerous quarries in the limestone cliff along the river banks afford a very excellent marble. On the banks are seen the red stains of the earth which furnishes alum to numerous works; also heaps of iron ore, and zinc (calamine).

rt. Not far from Namur the château of Brumagne is passed, and beneath some romantic and precipitous cliffs

l. 5 m. *Marche les Dames* Stat., the

mansion of the Duc d'Arenberg, close to some iron-works. It occupies the site of an abbey founded, in 1101, by 139 noble ladies, whose husbands had gone to the crusade along with Godfrey of Bouillon.

l. 2 m. *Namèche* Stat., a pretty village, shrouded by orchards. Zinc and lead works (Sart Co.). Elegant suspension-bridge, and on opposite bank ruined *Castle of Samson*, once the residence of Sybille de Lusignan, mother of Baldwin V., king of Jerusalem.

rt. 2 m. *Schlaignew* Stat., for the village of Schlayn, on l. bank. The neighbourhood abounds in coal-mines. *A tunnel.*

4 m. *Andennes* Stat., near Seilles, a straggling village, with marble quarries and limekilns.

An iron bridge leads across to Andennes, on the rt. bank, a manufacturing place, having potteries; a paper-mill, sending large supplies to England since 1860; cotton-mill, &c. Clay for tobacco-pipes is exported hence to Holland. 6312 Inhab.

l. 4 m. *Bas Oha* Stat., a restored castle. The culture of the vine begins here, but it produces a poor wine.

The Méhaigne river enters the Meuse.

rt. On the heights are the ruins of Beaufort Castle, ruined by the French, 1551. Before reaching Huy Stat., the railway is carried through a tunnel, in order to avoid a bend of the river: some fine scenery is thus shut out of view.

rt. 3 m. *Huy* (pronounced We) Stat. (*Inn*: H. Aigle d'Or). This town and fortress, with 10,830 Inhab., is romantically situated on the Meuse, which divides it, and is traversed by an ancient stone bridge. It was anciently capital of the district named Condruz, from the Condrusii, to whom Cæsar alludes. Here the Meuse is joined by the little river Hoyoux, the scenery of which, for many miles above the junction, is very picturesque. Near Huy is the culminating point of the beauties of the scenery of the Meuse. The *Citadel*, repaired and strengthened on the most approved plans of modern fortification, under the direction of skilful English engineers, since 1815, commands the passage up and down the valley of the

Meuse. The works are partly excavated in the solid rock, and high walls of massive masonry have been added to the natural precipices on which it stands.

The *Collegiate Ch. of Notre Dame*, founded by St. Maternus, situated under the citadel, is approached on the S. side by a detached gateway, surmounted with sculptures in relief, from the life of the Virgin. The date of the present church is 1311-77; the interior is of a graceful style of Gothic, 82 ft. high. The tower at W., crowned by an open spire, is pierced with a fine rose-window. In the sacristy are 4 remarkable shrines—goldsmiths' work of the 11th and 12th cents.

Outside Huy stood the abbey of Neufmoustier (i.e. Novum Monasterium), founded by Peter the Hermit on his return from the first Crusade (d. 1115), who was himself buried in it. His remains and monument were removed to Rome in 1634: part of the cloisters remain; the church is gone. The site is in the property of M. Godin, the paper manufacturer, who has raised a monument over the Hermit's burial-place—a cruciform vault in the present garden.

[A very pleasant *Excursion* from Huy up the valley of the *Hoyoux*, abounding in very fine scenery, rock and wood, at times contracting into gorges between cliffs, then opening into basins with meadows and mills. The road runs by Vierzet (5 m.) to *Modave*, in a most remarkable position, occupied by the conquerors of the country from the earliest times, at the junction of the Hoyoux and Pic de Paille. The *Château* is still inhabited, with antique furniture, tapestry, &c., and tombs in the ch. 3 m. farther is *Ochain*, another *Castle* (Count C. de Merey). Thence by Havelange (poor *Inn*) you may proceed to *Ciney* Stat., but the country is dreary.]

The view looking back on Huy is not surpassed in Belgium. The hills below are less lofty and precipitous than above Huy. Zinc and calamine works near (l.) Ampsin Stat., and at other places along the valley, marked by the red stains of the refuse along the banks.

1. Corphalie, an extensive zinc manufactory; there are mines of calamine near this. A tunnel. 3 m. Ampsin Stat. rt. Château de Neufville, in the old French style, with 3 turrets.

2 m. Amay Stat. A picturesque Ch. with 3 towers, dedicated to St. Odo.

1. The stately old abbey of Flone, a red-brick building. Here are zinc and lead furnaces of "the Vieille Montagne Company."

3 m. Hermalle Stat. On rt. the Château of the Baron Protesta, an elegant building of red brick, with spires. Close to the rly. are Alum-works.

2 m. Engis Stat. At Engis is a cave in which a human skull and other bones have been found, along with a tooth of a mammoth, much relied on by geologists to prove the high antiquity of man. There are other bone-caves at Engheloh and Chokier.

Near this the Château d'Aigremont, a white building of 16th cent., comes into sight.

1. On a high precipitous rock, between Engis and Flémalle, rises the Château of Chokier, an old building, with a modern front, of Italian architecture, surmounted by a red tower. It is the cradle of the family Surllet de Chokier, one of whom was Regent of Belgium before the election of King Leopold. It was once taken and burnt by the Hutois. The scarped rock is skirted by the railway. Hereabouts the Meuse passes from the limestone into the coal formation—into a region of steam-engines, smoking chimneys, and furnaces. At

1. 3 m. Flémalle Haute Stat. the Rly. divides. The branch that joins the Mechlin and Aix-la-Chapelle Rly. (at Guillemins Stat.) continues along the l. bank of the Meuse to Liège. [The rt. branch of the railway which runs into Liège (Longdoz Stat.), after skirting the great iron-works, crosses the Meuse on a bridge of 5 arches, 82 ft. span. rt. is Val St. Lambert, where are the largest glass-works on the Continent. 1½ m. lower down is

rt. 3 m. Seraing Stat. (H. de la Bruyère), a populous village, stretching nearly a mile along the bank of the Meuse, and occupied by workmen,

connected by a suspension-bridge over the Meuse with (l.) Jemeppe Stat. It is a focus of industry—iron furnaces, forges, and coal mines; the chief being the establishment formed in 1816 by the late John Cockerill—an Englishman, to whom a statue was erected 1871—perhaps the largest manufactory of machinery in the world. It occupies the former Palace of the Prince Bishops of Liège, which serves but as the façade or vestibule of the other constructions added to fit it for its present purpose, extending $\frac{3}{4}$ m. back from the river, over the space once the Episcopal gardens, now blackened with coal and piled up with iron. Amidst the smoke and flames issuing from its 40 or 50 tall chimneys, its palatial and ecclesiastical character have not quite disappeared. The vast pile of building forms a little town of itself; iron and coal are extracted from mines within its walls, which also enclose a canal and railroad leading down to the river, 4 blast furnaces, 15 puddling furnaces, rolling-mills, and forges, where iron is wrought into articles of all sorts from penknives up to steam-engines and locomotives, inferior only to those made in England. The Lion, on the field of Waterloo, was cast here. 23,369 souls form the present population of Seraing: in 1827 it had but 2226. Here are numerous steam-engines, of say 2500-horse power. Mr. Cockerill was originally in partnership with King William I. of the Netherlands; but after his expulsion from Belgium, in 1830, Mr. C. purchased his share. Seraing has been disposed of to a company, styled "La John Cockerill Société," by whom it is now worked. It employs 7000 men in its workshops and mines. The place is not shown, except to persons bearing letters of introduction, which may be obtained in the office at Liège. Steamer to Liège every ½-hour.

Sclessin Iron Works of d'Allemagne.

1 m. Ougrée Stat. Rolling mills here cross the Cologne Rly.

4 m. LIÈGE (Flemish, Luik; German, Lüttich). Longdoz Stat. (Buffet) is on the S. side of the Meuse, and is the

[illegible]

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nearest to the Place du Théâtre (omnibus, 25 c.), where are the principal hotels, crossing the bridge. The Maesricht trains (see below) run from this.

[The branch which continues from *Flémalle*, along the l. bank, 6 m. in length, passing *Jemeppe* (opposite to *Seraing*, with which it is connected by an iron suspension-bridge) and *Tilleur*, to the other Rly. Stat. of

Guillemins Junct. Stat. (*Buffet*), on the main line of railroad from Brussels, Namur, Paris, Luxemburg, Louvain and Aix-la-Chapelle, and on the l. bank of the river above Liège, is about $\frac{3}{4}$ m. from the hotels. Omnibus, 50 c.]

LIÈGE. (*Inns*: 1st class: *H. de Suède*, on the Place du Théâtre, best situation, first-rate; *H. d'Angleterre*, behind the Theatre, a very good family hotel; *H. de l'Europe*, also near the Theatre. 2nd class: *H. du Grand Monarque*, good; *H. Schiller*; *Pommelette*, Rue du Souverain-Pont, noisy; *H. Grand Cerf*; *H. de France*; *H. de l'Univers*, close to the *Guillemins* Rly. Stat., good.)

Liège is finely situated at the junction of the Ourthe with the Meuse, in a fertile valley most productive in vegetables; it has 113,700 Inhab., and no other Belgian town appears to be so thriving. The clouds of smoke usually seen from a distance hanging over it proclaim the manufacturing city,—the Birmingham of the Low Countries; and the dirty houses, murky atmosphere, and coal-stained streets, are the natural consequence of the branch of industry in which its inhabitants are engaged. The staple manufacture is that of firearms, employing at least 20,000 persons in and about the town; Liège is, in fact, one great armoury, and has produced nearly a million firearms annually for some time past. The saddlery is also very good here, and a particular kind of coarse cloth is manufactured in large quantities. There is a Royal Cannon Factory and a small-arm factory in the suburb of St. Leonard, and the Cockerill Company manufactures spinning machinery and steam-engines to rival the English. The cause of this commercial prosperity is, as might be conjectured, the presence of coal in

great abundance close at hand. The mines are worked upon very scientific principles: some of them are situated so near to the town that their galleries are carried under the streets, so that many of the houses, and even the bed of the river, are in some places undermined.

But Liège is not merely a place of trade; it abounds in interesting buildings, good specimens of ancient architecture, civil and ecclesiastical. At the head of these we name the **Palais de Justice*, occupying one side of the Place St. Lambert, formerly palace of the Prince Bishop, built by the Cardl. Bishop Erard de la Marck, 1533, a most interesting edifice. The quaint Renaissance pillars of the colonnade which surrounds the inner court have a striking effect. Each pillar is carved with a different pattern. The front of the palace on one side is modern, but the rest retains much good Gothic of the 16th cent. A new wing was built in the olden style, to serve as a Government House, 1852.

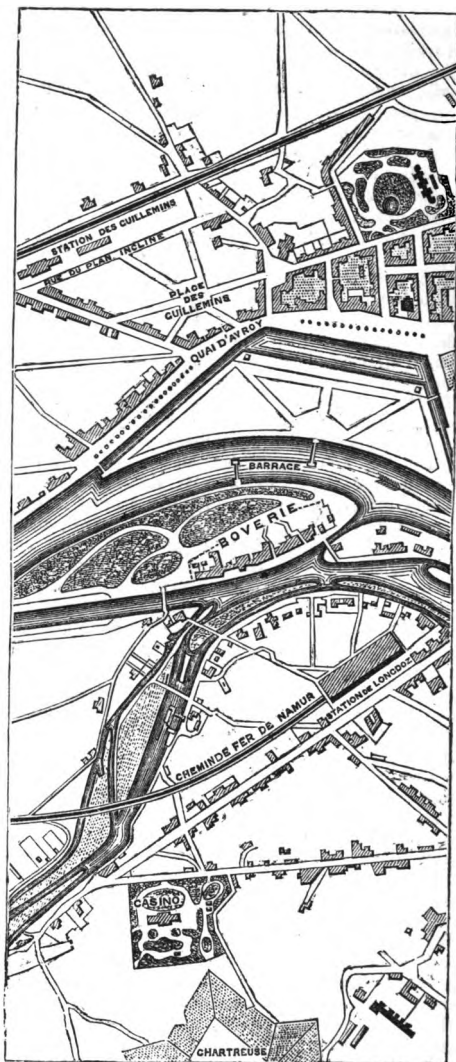
In front of the Bishop's palace stood the vast cathedral of St. Lambert; utterly destroyed by the French revolutionists.

Liège is pre-eminently rich in churches, though she retains only 29 out of 40 she once possessed. They are distinguished by their rich-coloured interiors.

The present *Cathedral*, formerly the collegiate ch. of *St. Paul* (founded 967, by Bp. Heraclius), is a fine building, 82 ft. high, of good proportions, painted roof, with turrets at the angles (the choir of the 13th cent., the nave 1557). The choir is decorated with very fine modern *carvings*, the painted glass in choir and S. transept is of 15th cent. The altar in side chapel of the 4 Fathers of the Church was carved by Quellin. The carved wooden *pulpit*, perhaps the finest in Belgium, has 5 marble statues beneath it, of Religion, with SS. Peter, Paul, Lambert, and Hubert: it is by *Wm. Geefs*. The *Treasure* contains ecclesiastical antiquities: reliquary of Holy Cross, 1058, partly gold; bust of St. Lambert, silver gilt, with reliefs; gold statue of St. George and Dragon, with kneeling figure of Charles the Bold,

PLAN
OF
LIÈGE.

1. St. Paul.
2. St. Jacques.
3. St. Bartholomew.
4. Sta. Croix.
5. Palais de Justice.
6. Hôtel de Ville.
7. University—Library—Museum.
8. Musée.
9. Theatre.
10. Gymnase.
11. Prison.
12. Market.
13. Cannon Foundry.
14. Manufactory of Arms.
15. Zinc Works (Vieille Montagne).
16. Post Office.
17. Statue of Grétry.



Botanic Garden.



its donor, 1471; cup of silver gilt, 15th cent.; numerous vestments.

St. Jacques (date 1513-28), restored by the government, is the most splendid of the existing churches: the pier-arches are elegantly fringed; it possesses wide windows (filled with painted glass), elegantly mullioned; net-work screens; reeded pillars, branching into rich tracery, spreading over the roof, studded with embossed ornaments, containing within them gay arabesques, medallions of saints, sovereigns, and prelates innumerable, all most gorgeously, yet harmoniously, painted and gilt. — *Hope*. The painted glass in the apse (date, early 16th cent.) is very good for the period. The W. front belongs to the 11th cent., and was the work of Bp. Baldric II., founder of the abbey.

This church may be visited on the way to or from the railroad.

St. Bartholomew's Ch., double aisled, built 1015, surmounted by 2 W. towers of brick, but unhappily modernized within, contains a magnificent old font of brass, cast at Dinant 1112 — the basin resting on 12 oxen, adorned with bas-reliefs of Holy Baptism.

St. Cross, on rising ground, is the most interesting ch. here to the architect, and has been well restored. It is partly late Romanesque; according to the German usage, has apses E. and W. The W. apse is the oldest part, dating from 12th cent. The modern glass is good. See a groined *Sacristy* of rare beauty.

St. Martin's, a beautiful Gothic ch. (16th cent.) with tall German apsidal windows, has been spoiled by white-wash. A long ascent must be mastered to reach it.

St. Denis deserves a visit, for the sake of its fine German apsidal choir and good stained glass and a carved altar-piece near the font.

A provincial *Museum* is commenced in an old church in the market-place. It contains pictures by Paul de la Roche, Ingres (portrait of Napoleon), &c. &c.; a carved chimney-piece which belonged to Bp. Erard de la Mark.

The *University*, in a building originally a Jesuit college, was founded

by King William I. of the Netherlands in 1817. There are 46 professors, who lecture to about 700 students in the various faculties. It contains a *Museum*, which, though not very complete or well arranged, possesses some objects of interest, as illustrating the natural history of this part of Belgium; such as the collection of *fossil bones* from the numerous caverns near Liège, which have acquired celebrity from the abundant and remarkable animal remains they have afforded, and the interest attached to them is heightened by the discovery of human bones and skulls in the same cave with bones of bears, hyænas, the elephant, and rhinoceros. The principal caves are those of Engis, Chokier, Ramioul, Engihoul, Huy, Fond de Forêt, Goffontaine. (*T. T.*) The *Botanical Collections* are remarkable, and deserve the notice of students. The library contains 100,000 vols. and 469 curious MSS. collected from suppressed monasteries. A *Botanic Garden*, well stored with plants, and beautifully kept, is attached to the University.

Post Office, Rue de l'Université.

Cabs (*Vigilantes*), 1-horse — the course, 1 fr.; the hour, 1½ fr.; 2 horses, 1½ and 2½ frs.

There are 5 bridges over the Meuse: — the highest up the stream, *Pont du Val Benoît*, gives a passage to the Rly. as well as the carriage-road; — the *Pont du Commerce*, built 1867; — the *Pont de la Boverie*, of 5 arches (4 over the Meuse, 1 over the Ourthe); — the *Pont des Arches*, near the centre of the town, the oldest at Liège, has been rebuilt. During the sack of Liège by Charles the Bold, women and children were hurled into the river by hundreds from the old bridge.

There are 3 *Railway Stations*: *a*, des Guillemins; *b*, de Longdoz, on rt. bank of Meuse; *c*, de Vivegnis, for the line to Tongres and Hasselt. The Brussels Rly., *viâ* Namur, runs to the two first: the Longdoz Stat. is much nearer the Hotels.

The *Casino*, on the S. side of the Meuse, near the Longdoz Rly. Stat., in the midst of some ornamental grounds, is worth a visit (§ 40) on account of the

view from them. English strangers are admitted, on the introduction of a member (the hotel-keeper), to the gardens and to the balls given here.

Outside the walls, in the convent of *St. Julian*, Sir John Mandeville, the English traveller, who died here 1372, was buried. The chapel exists, and a number of indiscriminate bones, but there is nothing to mark his grave.

Grétry, the composer, was born here, 1741, in a house marked by an inscribed tablet on the front, in the *Rue des Récollets*, on the rt. bank of the *Meuse*. A statue of him, in bronze, 13 ft. high, by *Geefs*, is set up in the *Place du Théâtre*. In the *Place de l'Université* is a statue of *André Dumont*, the geologist.

The florist should visit *Makoy's* nursery garden near Liège, one of the most celebrated in Belgium: from it there is a fine view of the town.

Liège, in mediæval Latin, was called *Leodium*, and is the capital of the Walloons, who stretch from the sea to *Malmédi*, taking in *Lille*, *Tournay*, *Valenciennes*, *Mons*, *Namur*, *Liège*, and *Verviers*, and who are very anxious not to be supposed Flemish. The Walloon language, spoken by the lower orders, is a Romance dialect somewhat resembling the French of the 13th cent., but containing many Celtic and Teutonic words unknown to French of any age. It is, in fact, a Latin and not a Teutonic dialect. Sir Walter Scott is unusually inaccurate in making his Liégeois speak *Flemish*. The Walloons, like the Swiss, served in former times in the armies of Spain, Austria, and France; they were generally enrolled into cavalry regiments.

St. Hubert, Bishop of *Maestricht*, transferred that see to Liège, 721, along with the body of the Martyr *St. Lambert*. The Carolingian kings raised the Bishops of Liège to the rank of temporal princes, and bestowed territory upon them, which they held as a fief of the Empire.

The government of the bishops was never strong, and the history of Liège

is little better than a succession of bloody quarrels, in which a discontented populace struggled for freedom and power and licence with a despotic and often incompetent ruler. Liège, nevertheless, remained under the dominion of its bishops down to the French invasion, 1794. It was united to France 1801.

A visit to Liège will call to the mind of an Englishman the vivid scenes and descriptions of 'Quentin Durward.' He will, however, in vain endeavour to identify many of the places there spoken of with the spot. The Bishop's "Castle of *Schonwaldt*, situated about 10 m. from the town," cannot be *Seraing*, as it was not built till a much later period. Sir Walter Scott never visited Liège, so that his localities are purely imaginary; yet from the vividness of his description of the town, and the perfect consistency of all his topographical details, few readers would doubt that he was personally acquainted with it. He has also made a slight variation in the romance from the real facts of history, as far as relates to Liège; and as the events on which he founded the novel are of the highest interest, and serve to illustrate the story of this ancient "imperial free city," it may not be amiss shortly to relate them. The citizens of Liège, puffed up, as *Philip de Comines* says, by pride and riches, gave constant proofs of their boldness and independence by acts of insubordination, and even of open rebellion, against their liege lord, *Bp. Lewis*, of *Bourbon*, who was backed by his cousin, *Charles the Bold* of *Burgundy*. *Charles* had inflicted severe chastisement upon the Liégeois, after his victory at *St. Trond*, by abridging their privileges and taking away their banners; and when they submissively brought him the keys of the town, he refused to enter by the gates, but compelled them to batter down the city wall for a distance of 20 fathoms, and fill up the ditch. He then entered along with the Bishop by the breach, his visor down, his lance in rest, at the head of his armed bands, as a conqueror; and further, to disable the bold burghers from mutiny, ordered all their

fortifications to be demolished. This punishment was inflicted in 1467; but it was so little regarded, that the very next year they again broke out into open revolt, at the secret instigation of Louis XI., seized upon their bishop at Tongres, and brought him prisoner to Liège.

They were headed by one John der Vilde, or Wild, called by the French *Le Sauvage*. The Liégeois, under this Vilde, committed many acts of cruelty, cutting in pieces, before the bishop's eyes, one of his attendants, and murdering 16 others, including some canons of St. Lambert's, on the road to Liège. In Sir Walter Scott's romance William de la Marck plays nearly the same part as Wild; but in reality this bishop succeeded soon after in making his escape.

When tidings of the proceedings of the men of Liège were brought to Charles the Bold at Péronne, he immediately laid his suzerain King Louis under arrest, exactly as described in the novel, and compelled him to march against the rebels, at the head of his Frenchmen, while he led on his own Burgundians. Louis showed little hesitation to comply with the proposal, though the citizens were his allies, and he had in fact fomented the rebellion. Nothing, however, appears to have damped the courage of the Liégeois: they made 3 separate sallies out of their breaches and over their ruined walls. They were led on by the same Vilde, who in one of these attacks was slain, but not before he had laid low many of the bravest among the Burgundians. The last sally was planned at a moment when the invading forces, tired out with long watching, had taken off their armour and retired to rest, previous to the grand assault on the town, which Charles and Louis had arranged for the morrow. The foremost in this enterprise were 600 men from Franchimont (Rte. 25), a town on the road between Liège and Spa. Like the Spartans and Romans of old, these 600 devoted themselves to the enterprise of seizing or slaying the 2 princes, as they lay in their quarters before the town, or

agreed to perish in the attempt. About midnight the Scotch archers and Burgundian guards attached to the persons of the 2 sovereigns were roused by a terrible alarm of the enemy, who had penetrated almost up to the 2 houses in which the princes were lodged, without discovery. The attack was so sudden, and the confusion which ensued so much augmented by the jealousy between the Duke and the King, each believing the other to be concerned in the plot, that the enterprise had nearly succeeded. But having recovered from the surprise, and hastily put on their armour, they succeeded at last, with the aid of their guards, in driving back the assailants, and the brave men of Franchimont were for the most part cut to pieces. An inscription by the roadside at Franchimont records the deed, which is well described by Ph. de Comines.

Next day (Sunday) the city, already deprived of its fortifications, which Charles had caused to be razed, was entered at various points by the invading army, and no resistance was offered. Either exhausted by their exertions, or lulled in their suspicions, the citizens were no longer ready to resist. So unprepared were they indeed, that the besiegers found the cloth laid in almost every house which they entered, as it happened to be dinner-time. Many were slaughtered at once, a great number fled to the woods, only to perish there of cold. The city was condemned by Charles to destruction; given up to unrestricted licence, plunder, and bloodshed, without respect to age, sex, or condition; and no sooner had he quitted it than it was set on fire in various places; the fires were renewed every day for 7 weeks, until every building, except churches or monasteries, was levelled with the dust! *

These events took place in Oct. 1468; before that time the number of inhabitants exceeded 120,000.

In 1482, 14 years after the events narrated in the novel, and 5 years after the death of Charles the Bold, William de la Marck, *The Wild Boar of the*

* See Kirk's 'Charles the Bold,' vol. ii.

Ardennes, wishing to obtain the mitre for his son, murdered the Bishop of Liège, Louis de Bourbon, whom Charles the Bold had supported.

Environs.—Very extensive and magnificent views over the towns and valleys of Meuse, Vesdre, and Ourthe, may be obtained from the *old Citadel* on Mont St. Walburg, on the l. bank of the Meuse, commanding the windings of the river, the distant Ardennes, &c. It is reached by the old Brussels road. The best point is the rampart to the S.W. Strangers are not readily admitted without an order, but an application to the officer on guard, and the sight of a British passport, may procure the permission. Another good point of view is the Fort Chartreuse, an eminence on the opposite side of the valley. The junction of the 3 valleys of the Meuse, Ourthe, and Vesdre, close to Liège, with the outline of the Ardennes in the distance, forms a landscape of no ordinary beauty.

At Roermont, a height above the Chartreuse, the Austrians, under the Prince of Coburg, suffered a defeat (1794) from the French under Jourdan, which wrested the Pays-Bas for ever from the house of Austria.

Herstall, see below.

Excursions to Spa, Rte. 25A, and Chaudfontaine, Rte. 25, and to the caves of Maestricht, Rte. 27.

Steamers, Quai d'Avroy, near the statue to Charles the Great—to *Seraing*, every $\frac{1}{2}$ -hour (to see the *Iron Works*, a written order must be obtained from the Cockerill Société's office in Liège)—to Maestricht daily.

Liège to Maestricht.—Railway N. 19 m. from Longdoz Stat. (4 trains daily, in 1 hr. and $1\frac{1}{4}$ hr.), along the rt. bank of the Meuse. Travellers making the excursion to the quarries at Maestricht had better leave their baggage at Liège, and avoid custom-houses.

Steamers twice a-day, in 2 hrs., returning in 4 hrs. The landing-place of the steamers is below the Pont des Arches. The river Meuse has been canalised between Liège and Maestricht, and the

canal furnished with locks, so as to maintain a passage for vessels at all seasons. The first objects to remark are—

1. The Mont de Piété, of red brick with stone quoins, and the Royal Cannon Foundry, backed by the hill of the citadel.

1. A round tower; the stump of a burnt windmill.

rt. 3 m. *Jupille* Stat., peeping from among the trees, with its ch., was the favourite abode of Pippin of Herstall, who died here, 714, in a castle whose site is occupied by the actual *Château*.

1. *Heristal* (or Herstall), birthplace of Pippin the Tall, Maire du Palais to the last Merovingian Kings of France, and great grandfather of Charles the Great, is a long village of workmen's houses, stretching nearly 3 m. up to Liège. In the Great Square (la cour), are remains of a *Palace* of Peppin. Le Refuge des Chanoines d'Aix, an old building near the church (1677), is said to have been founded by Charles the Great. Near the village Rocour, the French, under Marshal Saxe, gained a great victory over the Bavarians and Austrians, 1746.


rt. 4 m. *Argenteau* Stat.: the château belongs to the wealthy Count Mercy; it is finely placed on the summit of a rocky height. The castle is connected by a bridge with another rock occupied by gardens.

rt. 2 m. *Visé* Stat., once a fortress, was the head-quarters of Louis XIV. in 1673, during the siege of Maestricht. The fortifications were razed by the inhabitants, 1775.

1. *Liche*: Belgian custom-house.

rt. 3 m. *Eysden* Stat.: Dutch custom-house.

The summit of the Pietersberg (300 ft.) is crowned by the Château Caster. The ruins of a Roman fort, called Lichtenberg, are also visible, and near it the entrance to the subterranean *Quarries*. On the N. slope of the hill run the walls of the citadel. Bridge of 9 arches over the Meuse.

1. 6 m. *Maestricht* Stat. (Rte. 27). The *Inns* are a good way from the waterside, but the guide to the quarries of the Pietersberg lives a little way within the gate, near the Arsenal. 

ROUTE 25.

LIÉGE TO AIX-LA-CHAPELLE, BY PEPINSTER AND VERVIERS.—RAIL.

55 kilom. = 34½ m.

This *Railway* was finished in 1843-44. Trains, in 1¼ hr. fast to 2½ hrs., exclusive of a stoppage of 20 min. at the custom-house of Verviers, start from Guillemins as well as Longdoz Stat. in Liège.

The country between Liège and Aix-la-Chapelle presented serious obstacles to the formation of a railway. The cost exceeded one million sterling; there are 20 tunnels in the Belgian part of the line alone, so that it has been compared to a needle run through a corkscrew. It is conducted across the Meuse by a fine bridge (*Pont du Val St. Benoît*) of 5 arches, 469 ft. long, a little way above Liège. It afterwards follows nearly the same line as the high road as far as Limburg, crossing the Vesdre by 17 bridges, and repeatedly piercing the rock.

Soon after crossing the Meuse the zinc-works of the *Vieille Montagne Company* are passed, and the river Ourthe is crossed by a bridge of 3 arches at

3 m. *Chênée* Stat.—a place of manufacture at the junction of the Ourthe with the Vesdre (the *s* is pronounced in this word). Here are the zinc works and foundries of the *Vieille Montagne Comp.*, which supplies nearly all Europe. It obtains the ores from Moresnet (the old mountain), Huy, Engis, Stolberg, and other mines in Belgium and Germany, and reduces them here, at Liège, at Tilf, &c. It employs near 7000 hands (at Angleur).

The railway ascends the valley of the Vesdre, one of the most charming in Belgium, crossing the windings of the stream all the way to Limburg. The scenery is enlivened by neat villas and gardens interspersed with orchards and green pastures, alternating with large

manufactories, principally of cloth, giving to it an English character.

5 m. *Chaufontaine* Stat. (*Inns*: H. des Bains, a large bathing establishment.) The hot spring which supplies the baths rises in an island in the midst of the Vesdre. The water is pumped up by a large wheel turned by the stream.

This little village is a favourite Sunday resort of the Liégeois: its situation is charming; the scenery around bears some resemblance to that of Matlock, and the wooded heights which enclose it abound in shady walks leading to points of extensive view when the summit is reached. The Vesdre was a good fishing stream, but the grayling have been destroyed in this part by the erection of zinc-works.

7 m. *Le Trooz* Stat. Old castle, now a cannon foundry.

rt. The modern Gothic castle of the *Vicomte de Biolley*, a manufacturer of Verviers, is said to occupy the site of King Pepin's hunting lodge.

9 m. *Pepinster* Junct. Stat. A small *Hotel* has been built here.

Branch Rly., 169 m., to Luxemburg, viâ *Spa*, see Rte. 25A.

After passing the 14th tunnel the train is shunted into

14 m. *Verviers* Stat., 1 m. from the town (Buffet, dear and not good; Cabinet de Toilette; trains stop about 25 min.). The baggage of travellers entering from Prussia examined here, and the carriages changed. The *Inns* near the stat. are exorbitant.

VERVIERS (*Inns*: H. des Pays-Bas; H. de France), on the Vesdre, Pop. 33,735. The recent rapid growth of this frontier town is chiefly owing to the flourishing state of its cloth manufactories, which are said to produce second-rate fabrics cheaper and better than those of England and France. There are about 60 cloth-mills in and around Verviers, employing 40,000 hands and 155 steam engines, and cloth to the value of 3 millions sterling is exported. The Belgian army is clothed from the looms of Verviers. The water of the Vesdre is said to possess properties which fit it admirably for dyeing. The streets, silent and deserted during

the hours of labour, swarm with people between 12 and 2 on their way to and from dinner.

After passing numerous cloth-mills and traversing 5 more tunnels, a high embankment, and a deep cut, the rly. is carried over the valley of the Vesdre, on a viaduct of 21 arches, 65 ft. high.

19 m. *Dolhain* Stat. On l. is the town, once a suburb of Limburg, but now a thriving place. On an eminence to the rt. above it a church tower and some crumbling walls are seen: this is LIMBURG, formerly capital of the duchy of Limburg, now united to the province of Liège. The town (Pop. 2000), once flourishing and strongly fortified, is reduced nearly to ruin. Its works were blown up by the French in the time of Louis XIV. (1675), and various calamities of war and fire have made it little better than a heap of ruins. The *Church of St. George*, thus damaged by it, but restored since, contains an elegant Gothic *tabernacle* (date 1520), and a monument to a princess of Baden (1672). The view into the valley is pleasing, but there is nothing here worth stopping for. There are mines of zinc and coal in the neighbourhood; also *Iron Furnaces*; and much cheese is made in the district.

The railway on leaving Dolhain quits the valley of the Vesdre.

23 m. *Herbesthal* Stat. First *Prussian* station. The carriages are searched, but the baggage is examined at Aix or Cologne. The railroad is carried on a bridge of 2 rows of 17 arches, 120 ft. high in the centre, over the Valley of the Geule; passes through 2 tunnels, the second of which is 2220 ft. long, pierced through a sandhill, and finally reaches Aix-la-Chapelle down an inclined plane.

34½ m. AIX-LA-CHAPELLE Junct. Stat. (see Rte. 36).

ROUTE 25A.

LIÈGE TO LUXEMBURG, BY SPA, STAVELOT AND VIEL SALM. [DIEKIRCH.]

169 m.

The line E. as far as

Pepinster Junct. Stat. is described in Rte. 25.

From *Pepinster* to Spa 4 trains daily, in 25 min.

The rly. turns S. up the valley of the Hoëgne, clothed with meadows of the brightest verdure, and enlivened by many country-houses, belonging principally to the manufacturers of Verviers. Long lines of cloth hung out in the sun proclaim the staple manufacture of the district.

Theux Stat. A little beyond this village, famous for its quarries of black marble and mines of calamine (zinc), are seen

“The Towers of Franchimont,

Which, like an eagle's nest in air,
Hang o'er the stream and hamlet fair.
Deep in their vaults, the peasants say,
A mighty treasure buried lay,
Amass'd through rapine and through wrong
By the last lord of Franchimont.
The iron chest is bolted hard,
A huntsman sits, its constant guard;
Around his neck his horn is hung,
His hanger in his belt is slung;
Before his feet his bloodhounds lie:
An 'twere not for his gloomy eye,
Whose withering glance no art can brook,
As true a huntsman doth he look
As bugle ere in brake did sound,
Or ever halloo'd to a hound.

“To chase the fiend, and win the prize
In that same dungeon, ever tries
An aged necromantic priest;
It is an hundred years at least
Since 'twixt them first the strife begun,
And neither yet has lost or won.
And oft the conjuror's words will make
The stubborn demon groan and quake,
And oft the bands of iron break,
Or bursts one lock that still remain
Fast as 'tis open'd shuts again.
Thus magic strife within the tomb
May last until the day of doom,
Unless the adept shall learn to tell
The very word that clench'd the spell,
When Franchimont lock'd the treasure cell.
An hundred years are pass'd and gone,
And scarce three letters has he won.”

WALTER SCOTT.

For an account of the attempt of 600 men of Franchimont to seize Charles the Bold and Louis XI. in 1468 see the siege of Liège in Rte. 24.

8 m. SPA Stat.—*Inns*: H. d'Orange, Rue Royale; H. de Flandre, Rue d'Amontville, largest, best situated, dear. H. de l'Europe.—H. de York, Rue de la Cascade, healthy situation, well kept, frequented by English.—H. Britannique.—H. Bellevue.—H. de la Poste, all good.—H. des Etats-Unis, clean and moderate.—H. du Midi, near railway.

Numerous furnished *apartments* (reduced prices in winter) and *restaurants* (Rocher de Cancale, Place Royale, good), whence dinners are sent out to private lodgings.

Spa is prettily and healthily situated at 1000 ft. above the sea-level, in the romantic valley of the Wayai, at the foot of lofty hills forming part of the chain of the Ardennes, which completely shelter it to the N. and N.E. New Spa is a clean little town, dating from 1327, when a native of Breda, Colin le Loup, having derived benefit from the waters, purchased of the Prince Bishop of Liège the ground surrounding the Pouhon spring, and provided accommodation for invalids, and it has since then been one of the most fashionable and frequented watering-places and seats of gambling (by which the Bishop of Liège formerly largely profited—suppressed 1872). Spa was known to the English, and resorted to as a fashionable bath all through the 18th cent., before any other continental bath—Baden and Pyrmont not excepted—from which it came to pass that all mineral watering-places were called "Spas." The number of visitors during the season, from May 1 to Oct. 31, is now about 20,000, in addition to the permanent Pop. of 5715, a large number of whom are employed in bottling the waters for exportation, and in the manufacture of the maple and violet wood *Spa-ware*, in the painting of which considerable talent is displayed.

The principal buildings are—the *Bath House* (*Etablissement des Bains*), in the Place Royale, erected in 1868 at a

cost of 80,000*l.*, and provided with all modern scientific balneatory appliances. It is supplied by water brought in cast-iron pipes from the hamlet of Nivesé—the *Pump-room*, facing the Place Pierre le Grand, and—the *Casino* (Redoute), built in 1769, richly decorated within, and containing a *Reading-room*, *Ball-room* (music and *soirée dansante* every evening, and band in daytime in wet weather), *Theatre* (performances 3 times a week), and *Café*.

The *Swimming-Bath* in the town is large, and has a constant stream of fresh water flowing through it. Ladies' hours, 10 to 12.

The walks within and without the town are well laid out; those on a level with it are the *Promenade de Sept Heures*, a fine elm-tree avenue opening into the Place Royale, with kiosks at the extremities, in which the band plays twice a day, from 1.30 to 3 and 6.30 to 8. The *Boulevard des Anglais*, extending along the valley, and the *Allée du Marteau*, above which is the *Promenade de Raihem*; on a higher level are the shady walks on the S. side of the hills above the town, and about $\frac{1}{2}$ m. S. the picturesque ravines through which run the *Promenades d'Orléans, des Artistes*, and *de Meyerbeer*.

The *Mineral Waters* are cold chalybeate, and characterized by the presence of carbonates of magnesia, lime, soda, iron, and manganese, with the sulphates of soda and potash, traces of silica, and alumina, whilst free carbonic acid gas in unusual quantity and their electrical condition render them sparkling, palatable, and easy of digestion. They are used both internally and externally, and considered particularly efficacious in dyspepsia and nervous diseases, chronic affections of the liver and of the digestive and uterine organs.

The principal springs are 7 in number:—

1. The *Pouhon* (Walloon, "pouhe," to draw), in the centre of the town, under a colonnade built by the Prince of Orange in 1820, and containing a tablet recording the restoration to health of Peter the Great in 1717.

2. The *Tonnelet* (water first collected in little *tubs*), distant $1\frac{1}{2}$ m., now little used.

3. The *Sauvenière*, about 2 m. to the S.E. on the road to Malmédi, in a beech wood skirting the moors. Near it is the monument set up (1787) by the D. de Chartres (L. Philippe) and his 3 sisters in remembrance of their mother having received her cure from the use of these waters. The inauguration of it is described by Mad. de Genlis in her *Memoirs*. It was destroyed by French republican soldiers, 1792, and restored, 1841, by Louis Philippe.

4. The *Grosbeck*, close to the *Sauvenière*.

5. The *Géronstère*; very beautifully situated, at a height of 470 ft. above the *Pouhon*, and nearly 2 m. distant from it. The *Sauvenière* and *Géronstère* are surrounded by extensive pleasure-grounds, in which, during the fine weather, visitors breakfast, or dine, or take other refreshments furnished on the spot.

6. The *Barisart*, brought into notice by Dr. Cutler, and now the most frequented of the distant springs, its waters being well suited for weak digestive organs. It is about 1 m. distant by the side of the new road from Spa to the *Géronstère*.

7. The *Prince de Condé*, 2 new springs, not used as drinking-wells until 1863, and containing more iron than the others, while equally digestible.

The entire tour of the springs (which counts as a "course"), through shady and picturesque walks and roads, forms a circuit of about 6 m. on foot; more in carriage.

Plenty of one-horse and pair *carriages* (8 to 10 frs. the course), *Pony-chaises* (5 to 6 frs. the course), and *riding-horses* for hire by the course or week. (N.B. Always make a bargain beforehand.) The hardy and sure-footed ponies of the Ardennes are said to be of Andalusian stock, introduced by the Spaniards during their occupation of the Low Countries.

The *race-courses* are at a considerable elevation, and command fine views. The flat-races in June take place at

the new hippodrome near the *Sauvenière*; the steeple-chases in September at the old hippodrome.

Fishing in the streamlets *Wayai*, *Hoëgne*, *Salm*, &c., and in the river *Ambève* (see below).

Excursions.—The country around abounds in beautiful walks and drives, with grand views from the hill-tops. N. *Franchimont* (see above); S., S.W., and S.E. *Stavelot*, *Trois-Ponts*, the valley of the *Ambève* with the *Cascade of Coo*, *Remouchamps*, *Montjardin*, and *Les Quatre Fils Aymon*; *Malmédi* (see below), and see Rtes. A, B, C, and D, *Introd. Remarks*, § 28, Belgium.

Those who have not seen the *Grotte de Hans* may visit the *Cave of Remouchamps*, in the valley of the *Ambève*, 7 m. S.W. of Spa. An excellent carriage-road of 9 m. turning out of the *Pépinster* road after crossing the rly. 3 times, then to 1. passing the village of *La Reid*, up several steep hills, and across a wild heath, and thence descending into a rugged ravine, in which lie the cave and village of *Remouchamps*. At the little *Inns* (H. de la *Grotte*, or H. des *Etrangers*) the visitor is provided with a blouse to keep his dress clean, with candles, and a guide. The entrance is closed by a door, the keys of which are kept in the village, and it is shown for the benefit of the commune. The path is wet and slippery. The grotto contains some fine stalactites, and is traversed by a stream which is supposed to be the same as that which buries itself in the ground near *Adeux*, and which must pursue a subterranean course of some miles before it arrives at *Remouchamps*. These caverns abound in the limestone, alternating with clay-slate, of which the chain of the Ardennes is composed.

Nearly opposite the cave stands *Montjardin*, an old castle on the top of an escarped rock, still inhabited, and surrounded by gardens.

3 m. W. of *Remouchamps*, 10 m. from *Spa*, is the little village of *Ambève*; and overhanging it the scanty ruins of another old castle, called *les Quatre Fils Aymon* (after these preux chevaliers of the nursery tale). It was the resi-

dence of William de la Marck, the Boar of the Ardennes, so called from the ferocity of his disposition, who figures in Scott's novel of 'Quentin Durward.' Some subterranean apartments, cut in the rock beneath the castle, are curious. A different road may be taken in returning to Spa, by Adseux, near which a river precipitates itself into a natural arch or cavern, and thence to Haute Beaumont (or Hodebomont).

The geologist and botanist will find much to interest, the town bordering on distinct geological formations, and the flora on the calcareous layers of the Amblève differing widely from that of the schistose strata of the Ardennes.

English Club, in the H. Bellevue, subs. 20 frs. per month.

Post Office in the Rue Neuve.

English Ch. Service. Sunday, 8.30 and 11.30 A.M., and 7 P.M. *Daily*, 8.30 A.M. by a resident chaplain. The foundation stone of the beautiful Gothic church was laid 1872 by the Bp. of Ely; the cost is 7000*l.*, defrayed by private subscription with the aid of the Belgian Government, who make large annual grants for the improvement of the town. Services hitherto held in the grand salon of the *Wauxhall*, a building at the extremity of the town on the Géronstère road, which was a famous playroom in the last century.

Physician, resident *English*, T. Cutler, M.D. (see his 'Notes on Spa').

Railways.—W. Spa may be reached from *London*, via Dover, Calais, Lille, Tournai, Blandain (or Ostend, Bruges, Ghent, Malines), Brussels, Louvain, and Liège in about 14 hrs.; see Rtes. 15, 21, 24.—E. for *Cologne* and the Rhine, via Aix la Chapelle (express in 2 hrs.), see Rtes. 25, 36.

S. *Railway* to Luxemburg (82 m., 2 trains daily in about 4½ hrs.) follows for a short distance the valley of the Briegne, and then continues to ascend rapidly through a series of bleak moors until reaching *Hockay*, 8 m. from Spa and 1890 ft. above the sea. From this Baraque Michel, the highest hill

in Belgium, may be ascended. From *Hockay*, the line descends to

4½ m. *Francorchamps* Stat. (*Francorum Campus*). A pleasant excursion from this to the charming valley of the Roannay, as far as La Glaize.

5¼ m. *Stavelot* (Germ. *Stablo*) Stat. (*Inn*, H. d'Orange), a town of 4000 Inhab., owing its origin to a renowned Benedictine abbey (*Stabulum*), founded 651 by King Sigbert, on the advice of St. Remacius. In the *parish church* is preserved the very interesting *Shrine* (*Châsse*) of St. Remacius, probably a work of the 14th cent. It is 6 ft. long, of copper plates, gilt and enamelled, the sides flanked by 14 canopied niches, containing silver-gilt statuettes 1 ft. high of the 12 Apostles; with St. Remacius and St. Lambert rather larger. At the ends, under the gables, are seated figures of our Lord, the Virgin and Child. The sloping roof is divided into 8 panels of reliefs in repoussée work, containing subjects from the life of our Lord. The sides, cornices, gables, &c., are encrusted with precious stones, beryl, opal, turquoise, &c. During the French Revolution, the shrine (said to contain still the saint's bones) was placed in a large cask and sunk under water. All that remains of the abbey ch. is part of a Romanesque tower. The abbot of *Stablo-Malmédy* was a prince of the Holy Roman Empire.

After passing *Stavelot* the country becomes less dreary, the line continually descending to

30 k. *Trois Ponts* Stat. A path runs along the opposite bank of the Amblève to 2 m. the *Cascade de Coo*, a fall of 30 or 40 ft., a favourite excursion from Spa.

[*Omnibus* to Malmédy, 5 m. About half way runs the Prussian frontier, where baggage is slightly examined (§ 46). A fine view is gained on winding down the steep hill, of red sandstone, from the table-land into

Malmédy (*Inn*, H. des *Etrangers*, clean and cheap), a small town of 4000 Inhab., chiefly Walloons, famous for the manufacture of sole leather for shoes, there being 60 tanneries here in active work. The hides are derived from

South America. The Ardenne forest furnishes the best bark. The greater part of Germany is supplied from Malmédy and Stavelot, and many of the tanners are wealthy. The fantastic houses and gardens, in and around the town, chiefly their property, are somewhat in the Dutch style. The most remarkable of them, Montbijou, lies a little way out of the town. Malmédy was once a great Benedictine abbey, forming, with that of Stablo, a joint principality. Here we reach the border of the Walloon and German languages.]

The line rises through a wild valley to a height of 1650 ft., and then finally descends to

42 k. *Viel Salm* Stat. (*Inn*, Bellevue, clean), a sportsman's resort, where some shooting may be obtained.

Gowry Stat., *Belgian* frontier, rt. 9 m. is Houffalize. (See Rte. 29A.) An attractive town (2 good *Inns*), with a castle of the 9th cent. Malleposte to Bovigny, and to Bastogne. The line passes across marshy common and heaths, near to the head-waters of the Ourthe, the Maas and Mosel.

68 k. *Trois Vierges* Stat. *Prussian* custom-house; rt. is St. Veit.

72 k. *Clervaux* Stat. The *Castle*, interior modernized, contains good pictures. It once belonged to the Lannoy family. (*Inn*, fair.)

91 k. *Goebelsmühle* Stat., at the junction of the Wolz and the Sure. Scenery fine hereabouts.

102 k. *Ettelbrück* Junct. Stat. (*Buffet*). The river Sure is crossed for the last time. After a picturesque course by Diekirch and Echternach, it enters the Moselle at Wasserbillig.

[Branch line to

Diekirch Stat. (*Inn*, H. des Ardennes). 6 m. N. of this is *Vianden* (*Inn*, H. de Luxembourg), an old town of 1600 Inhab., with an extensive *Castle* in a picturesque position, an ancient possession of the House of Nassau, on a rock above the Our river. It was in good preservation until 1820, when it was sold for 32,000 fl., and unroofed, but was bought back by the King of Holland, who is Count of V., for less, in 1840, but the roof was rebuilt and the *Jube*

restored 1868. It has a triple circuit of walls; and an octagon *chapel* of 2 stories, above for the seigneur, below for the retainers. In the hall are 2 fine Romanesque windows.

13 m. S.E. of Vianden, descending the Our to its junction with the Sure or Sauer at Wallendorf, and crossing the Sure to Beaufort Castle, is *Echternach* (*Inn*, Hirsch). (Pop. 4000.) Here, until 1793, was a great Benedictine *Abbey*, founded in the 7th cent. by our countryman St. Willebrord, now used as a barracks. The *Abbey Church* was roofless, but restored 1868. On Whit-Tuesday there is a pilgrimage hither, and a procession, in which old and young, men and women, each separated, perform a curious dance. The custom arose ages ago in thanksgiving for the disappearance of St. Vitus's Dance from this district.

St. Willebrord's is a basilica of the 11th cent. (1017-31). See an old painting of St. W., with abbey in the background.

The road is continued along the Sure to Wasserbillig Stat. on the rly. to Trèves, 3 m. from the monument of Igel.]

At Ettelbrück, the rly. enters the valley of the Alzette: many tunnels and bridges occur.

106 k. *Colmar Berg* Stat. Iron-works; a *Château* of Berg; and a seat of the King of Holland, commanding views over the Vale of Alzette.

114 k. *Mersch* Stat. (*Inn*, *Petite Croix d'Or*) at the double junction of the Eisch and Mamer with the Alzette.

[*Excursions*.—a. Ascend the Mamer to Schönfels, a restored castle—thence to the ruined abbey of Marienthal—13th cent.—between the Eisch and Eischen; along the Eisch to the ruined *Castle of Hohlfels*, in a striking situation. The old castle was bombarded by Marshal Boufflers. The modern dates from 17th cent.

b. To *La Rochette* (*Inn*, *Chez Knaff*, fair), a very picturesque spot on the *Ereins—Château* of the Prince d'Arenberg—restored—the finest in this district. Path hence to Echternach.]

The Rly. enters Luxembourg upon a *gigantic viaduct* over the Alzette, and

through a tunnel under the fortifications.

132 k. *Luxemburg Junct. Stat.* (Rte. 29.)

ROUTE 26.

BRUSSELS TO LIÈGE, BY LOUVAIN.—
RAIL.

Brussels, Stat. du Nord, Rte. 23.

Rly. E. to Liège, 61 m., 10 trains daily, in about 3 hrs.

Schaerbeek Junct. Stat. is famous for donkeys. See Palace and modern Church of Laeken. Here the *Rly. to Malines* diverges.

Saventhem Stat., a village with flax-mills. In the ch. is the picture painted by Van Dyk (see Excursions from Brussels, Rte. 23).

18 m. LOUVAIN (Flem. LEUVEN; Germ. LÖWEN), *Junct. Stat.*, outside the town — cabs (*vigilantes*). The H. de Ville is only $\frac{1}{4}$ hr.'s walk from it through the Rue de la Station. (*Inns*: H. de Suède, Place du Peuple, good and moderate. H. Cour de Mons.) A city of very ancient origin on the Dyle; Pop. 32,000. The old *Castle*, of which a small fragment remains outside the Mechlin gate, goes by the name of Cæsar's Castle, though it did not exist till 890, when the King Arnulf caused it to be built as a barrier against the invasion of the Northmen. Edward III. of England spent the winter of 1338 with his queen, in the castle, and the Empr. Charles V. and his sister were educated here by Dean Hadrian Boyens, afterwards Pope Hadrian VI. A high *earthen rampart* encloses the town on one side. It has a deep dry fosse on the outside, and is from 80 to 100 ft. high. The *Walls* are turned into Terrace Walks, 5 m. in circuit. The *View* over the town from this height is very good. The ground-plan of Louvain is nearly circular.

The **Hôtel de Ville* is certainly the most elaborately decorated Gothic build-

ing in the world. It was begun 1448, and finished 1469, by M. de Layens, master mason of Louvain, and has been repaired at the joint expense of the town and government. The delicate and rich masonry of the exterior, which had suffered from time and weather, has been renovated entirely. The subjects of the sculptured groups are, for the most part, taken from the Old Testament. Statues (in number about 250) are now placed in the niches of the 3 façades and the towers. The niches on the ground-floor are reserved for celebrated persons born at Louvain, or who have rendered eminent services to the town. The interior of the old Hall is of no great interest.

A *Statue* has been raised to the accomplished and sagacious M. Vilvain van de Weyer, for 30 years Belgian Minister in England.

The **Church of St. Peter*, near to the Town Hall, is also well worth seeing. It was founded in 1040; but having been twice destroyed by fire, the existing building is not older than 1430. An original drawing of the W. front (date 1507) is preserved in the Town Hall, with a singularly lofty tower and spire in the centre, 500 ft. high, and another on either side of it. A highly ornamented *Roodloft*, between the choir and nave, is in the richest flamboyant Gothic (date 1440). In front of it hangs a 12-branch chandelier of wrought iron — the work of Quentin Matsys, who was probably born at Louvain about 1450. Under one of the arches on the N. side of the high altar is an elaborate *Tabernacle* of sculptured stone to contain the Host. It is a hexagon in plan, tapering upwards to a point, and is about 30 ft. high. See, in 2 of the choir chapels, 2 altarpieces by *Steurbout* — the Martyrdom of St. Erasmus (Patron contre le mal du ventre, "Patroon tegen de Buykpyt") a horrible subject, but treated with great propriety by the painter; and the Last Supper, a work of high merit. A Holy Family, by *Quentin Matsys*, in a side chapel at the back of the high altar, is considered the great ornament of the church. It was carried to Paris during the Revolution. On

the shutters are painted the Death of St. Anne, a beautiful composition, and the Expulsion of Joachim from the Temple. In one of the nave chapels a picture by I. van Rillaer (?) represents a cook with his apron on, chosen bishop (St. Evortius?) in consequence of the miraculous descent of a dove upon his head. In the foreground he appears to refuse the mitre, but behind preparations are making for his installation. Sir Joshua Reynolds says of it—"It is a composition of near a hundred figures, many in good attitudes, natural and well invented. It is much more interesting to look at the works of these old masters than slight commonplace pictures of many modern painters." The *Pulpit* of wood (date 1742) represents St. Peter on a rock and the Conversion of St. Paul, surmounted by palm-trees. The stricken horse and fallen rider are finely executed both in form and expression. The carved woodwork of the main portals in the inside is remarkable. The font, of bronze, at the W. end of the nave, has an elaborate Gothic crane of iron attached to the wall near it, for the purpose of supporting the cover, now removed. One of the chapels in the N. aisle of the nave has a low screen of coloured marbles sculptured in the style of Louis XIV. The chapels containing the pictures by Steurbout and Matsys are locked; to see them, apply to the custode.

The *University*, founded 1426, suppressed 1797, by the French Republic, was re-established by the King of Holland in 1817. In 1832, it was resigned by the Government, and in 1835 re-erected from private resources as a Roman Catholic University. There are about 750 students. In the 16th cent. it was considered the first university in Europe, and, being especially distinguished as a school of Roman Catholic theology, it was then frequented by 6000 students. There were formerly 43 colleges dependent upon the University: of these only about 20 now remain, and their funds have been much reduced. The Colléges du Pape, des Philosophes, du St. Esprit, du Faucon (now a military hospital), &c.,

are sumptuous edifices of 18th-cent. architecture.

The *Weavers' Hall*, erected in 1317, was appropriated to the service of the *University*, after its first owners were banished for their refractory conduct. It still exhibits traces of the opulence of its founders, and the old hall is curious and nearly unaltered, the remainder of the building is vast, but has suffered much from alterations.

*The carved wooden stalls (15th cent.) in *St. Gertrude's Church*, reputed the finest in Belgium, are of oak, in flamboyant style, with detached groups and statues, and beautiful bas-reliefs. They have been restored by Goyers. The modern paintings by the Belgian artists, Wappers, Matthieu, and De Keyser, in *St. Michael's*, also deserve mention.

The *Tower of Jansenius*, in which that celebrated theological writer composed the works which contained those doctrines of grace and predestination named after their author Jansenism, exists no longer.

Louvain may easily be seen in $\frac{1}{2}$ a day, or even less; the city has a deserted look, the more striking when contrasted with its ancient prosperity and swarming population. Its walls, now in part turned into boulevards, measured 6 m. in circumference; and in the 14th cent., when it was the capital of Brabant and residence of its princes, its Inhab. amounted to 150,000. Nearly half of them lived by the woollen manufactures established here. The weavers here, however, as elsewhere, were a turbulent race; and their rulers, being tyrannical and impolitic, banished, in 1382, a large number of them from the town, in consequence of a rising in which they had taken part, and during which they had thrown 17 of the magistrates out of the windows of the Town-house upon the points of pikes. Many of the exiles took refuge in England, bringing with them their industry and independence; and, very much to the advantage of our country, established in it those woollen manufactures which have left all others in the world far behind.

Louvain is famed at present for

brewing *Beer*. 200,000 casks are made here annually: a great deal is exported. That which remains for home consumption is reported to be *very bad*. It may be tasted at the Brewers' Guild, a fine mansion, in the Elizabethan style, opposite the H. de Ville. Two fine houses in Rue de Namur, and several on the canal called La Leye, are good specimens of domestic Gothic.

Here is the largest *Bell Foundry* in Belgium, that of M. Severin van Aerschode.

Near Louvain, in 891, the East Frankish king, Arnulf, won over the Northmen a mighty victory, which for ever put an end to their inroads in these parts.

Rly. N.W. to Malines Junct. Stat. (Rte. 23), N. to Aerschot Junct. Stat. (Rte. 27), S. to Ottignies Junct. Stat. (Rte. 29), and S.E. the line to Liège leaves on the rt. the Abbey of the Park, still inhabited by monks, and furnished with 3 fish-ponds.

Through long cuttings

7 m. *Vertryk* Stat., and the high-level table-land is reached

5 m. *Tirlemont* (Flem. Thienen) Junct. Stat. (Buffet.) Omnibus and cabs from *Rly.*, $\frac{1}{4}$ m. from town. (*Inn*: H. Le Plat d'Étain; tolerable.) This town, of 12,260 Inhab., formerly much more considerable, now extends, thanks to the thriving cloth manufacture, quite up to the stat., and the space within its walls, left bare by a fire in 1604, is at length filled up: the gates are old. In the centre of it is a large square. The *Ch. of St. Germain*, on a height visible from the railway, was founded in the 9th cent.; the W. tower and vestibule are of the 12th. The choir is Transition, the nave and transepts Gothic. It has a lectern of brass, 15th cent., and an altarpiece by *Wappers*. The Jesuit John Bollandus, editor of the *Acta Sanctorum*, was born here, 1596. Outside the gate leading to Maestricht are 3 large barrows, supposed to be Gallo-Roman graves. They are visible from the railway,—to the l.

[Branch *Rly.* S. to *Ramillies*—the field of one of Marlborough's victories—on the line from Hasselt to Charleroi.]

The railroad, after leaving Tirlemont

station, overlooks the town from an embankment.

rt. The Lion on the Field of Waterloo, and the Prussian Monument, are visible at a great distance, near

4 m. *Eesmael* Stat.

On approaching Landen the railway traverses the plain of *Neerwinden* (the town is on the Beck, 9 m. S.E. of Louvain), celebrated for 2 great battles: in 1693, when the allies under our William III. were beaten by Marshal Luxemburg and the French; and in 1793, when the Austrians defeated the French revolutionary army, and drove it out of Belgium for a time.

[l. Léau, between Tirlemont and St. Trond, 5 m. to the N. of the railroad, was in the middle ages a fortified town, and part of the wall still remains. The *Ch. of St. Léonard* (date 1231) has 2 W. towers, and a Gothic choir, whose apse is surrounded by an external arcade, like the Rhenish churches. It possesses several carved altarpieces; a fine Paschal candlestick of brass, 17 ft. high, ornamented with figures of Saints, made at Dinant; and a Tabernacle, sculptured in the style of the Renaissance, of alabaster, with canopy nearly 90 ft. high, erected at the cost of the Seigneur Martin van Wilre, 1558. He is buried in the tomb opposite it.]

4 m. *Landen* Junct. Stat. (Buffet); (*Inn*: Quatre Saisons.) The poor village, Pop. 700, which now bears this name, was the cradle of Pippin, ancestor of Charles the Great. He was originally buried here under a mound.

[*Rly.*—S. passing (12 m.) *Ramillies* (see above) to 22 m. *Gembloux* Junct. Stat. (Rte. 29).—N. to *Hasselt* Junct. Stat. (Rte. 27) across the plain of Hesbaye, passing

3 m. *St. Trond* Stat. (*Inns*: H. de l'Europe; H. du Sauvage, tolerable), a town of 11,500 Inhab., receiving its name from St. Trudon, who founded a large abbey here, and gained great fame by the working of miracles. *N. Dame* is a cruciform 3rd Pointed *Ch.*, 3 aisles; tower and spire added by Rolland. Interior restored 1858, painted by artists of Liège, Tubernaile, &c.; statues by Geerts and Geefs. Dome on the chan- cel arch 16th cent. At *Brusthem*,

near this, a great battle was fought, in 1467, between Charles the Bold and the rebellious townsmen of Liège, who were compelled to surrender to Charles, to destroy the gates and ramparts, and to deliver up to him 10 of their number, whom he caused to be beheaded.]

The line continues E. to

9 m. *Warems* Stat., once the capital of the district called Hesbaie, lying on the l. of the Meuse. The old Roman road from Bavay to Tongres is crossed; it is in good preservation, and is called by the people of the country the road of Brunehaut (Brunehilde).

7 m. *Fexhe* Stat. rt. Castle of Bierset.

5 m. *Ans* Junct. Stat. (Branch line N. 5 m. to Liers on line from Liège to Hasselt), 450 ft. above the level of the Meuse. The trains descend by 2 inclined planes, about $2\frac{1}{2}$ m. long, in 15 min., being drawn up by ropes attached to stationary engines, in 12 min. The view, looking down upon Liège, is most striking.

4 m. **LIÈGE** Terminus (Guillemins Stat.) (Rte. 24).

ROUTE 27.

ANTWERP TO AIX - LA - CHAPELLE,
BY AERSCHOT, DIEST, HASSELT, AND
MAESTRICHT.—RAIL.

Distance 104 m. 4 trains daily, in about 4 hrs.

This rly. (Grand Central Belge) opens direct communication from England *viâ* Antwerp to Cologne and the Rhine.

Lierre Junct. Stat. The fine ch. is described Rte. 22A.

Aerschot Junct. Stat. on the Diemer (*Inn*: H. de l'Ange), 4162 Inhab. In

the *Parish Ch.* (date 1336) is a rood-screen or *Jube*, remarkable for its elaborate execution, and for the excellent preservation of not only the tracery but even its numerous bas-reliefs and statuettes, all in a good style of art. The chandelier in front of the screen is a work of Quentin Matsys, presented by him to the church as a memorial of his wife, to hang over her grave in the aisle in which she is buried. It is a frame of metal rods, set with flames or flowers of hammered metal.

Rly. N. to Herenthals and Tilburg (Rte. 22A), S. to Louvain (Rte. 26), E. the line follows the valley of the Diemer, passing

Diest Stat., a town of 8000 Inhab., and fortress. The Dutch gained a victory over the Belgians here in 1831.

Hasselt Junct. Stat. (*Inn*: H. de Limburg), chief town of the Belgian Province of Limburg; 9900 Inhab. On the plain between Haelen and Herck the Salian Franks are said to have been encamped when they chose Pharamond for King, 406.

[At Beverloo is the permanent military camp for exercise and instruction of the Belgian army, capable of receiving 15,000 men.]

14 m. *Munster-Bilsen* Junct. Stat. [Branch Rly. to Liège, passing through

10 m. *Tongres* (*Tongeren*) (*Inn*: H. Paon). The ancient capital of the Germanic Tungri, Pop. 6800, on the Jaar, a tributary of the Meuse: site of a fort built by Drusus, but mentioned by Cæsar in his 'Commentaries.']

Tongres was in early times the see of a bishop, afterwards transferred to Maestricht, and finally to Liège. The *Ch.* of *Notre Dame* was the first dedicated to the Virgin on this side of the Alps. The existing Gothic edifice dates from 1240, but the cloister behind was built in the 10th cent., and is the oldest of the kind in the country. The *Trésor* of this church is very rich in antiquities, plate, enamels, and reliquaries.

Near the town, on the estate of Betho, there exists a mineral spring, mentioned by Pliny. It still retains its ancient properties, and is known as the *Fountain of Pliny* or de St. Giles.]

3 m. *Lanneken* Stat. Cross Dutch frontier.

5 m. **MAESTRICHT** Junct. Stat. in the suburb of Wyk, outside the Bois-le-Duc Gate. (*Inns*: H. Hasenwind, or Lévrier (Greyhound); good, with certain defects. H. Bonn; H. du Casque (Helmet); both good, but far from the stat. *Tables-d'hôte* at 1½.)

This capital of the Dutch portion of the Duchy of Limburg, Pop. 32,000, lies on the Maas, and is united by a bridge of 9 arches to the suburb called Wyk. It is one of the strongest fortresses in Europe; its works are very extensive, and partly undermined, with capabilities for laying under water the land around, by opening the sluices. Together with Venloo and Roermonde, it adhered to the King of Holland, and was ceded to him by the treaty of 1831: it is no longer kept up as a fortress. It was called by the Romans *Trajectus ad Mosam*.

The great strength of this town has subjected its inhabitants to the misery of numerous sieges. The most memorable was that of 1579, when the Spaniards, under the Prince of Parma, took it by assault, at the end of 4 months, after having been repulsed in 9 separate attacks by the garrison, which included a few English and Scotch soldiers: they were all put to the sword, and nearly 8000 of the townspeople massacred. It was thrice taken by the French, 1673, 1748, 1794; but William III. of England failed before it. Maestricht was preserved to Holland by its brave garrison Sept. 1830, and was the only place which resisted effectually the insurgent Belgians. There is an arsenal and a military magazine in the town.

The *Stadhuis*, in the great market-place, is in a modern style of architecture (date 1662): it contains a *Library* and collection of fine old *Flemish Paintings*, and some *Tapestries*.

The **Ch. of St. Servatius* is a fine edifice with 5 towers, and a W. porch or narthex, early Romanesque, of two

stories, the upper one having lateral apses, and 3 domical vaults; above which rise 3 towers. The nave is lofty and imposing, retaining the piers and pier arches of the original ch. of the 10th cent. The apse and 2 chancel towers are of the 12th cent. It has a splendid S. portal of 14 orders, 40 ft. high, with statues and rich foliage (1230); the nave of 8 bays, with late pointed roof, and flamboyant side-chapels, and a cloister of the 15th cent. The interior has been painted and restored (1860) by Mr. Cuypers. It contains a modern monument to Charles the Great, by W. Geefs. A Descent from the Cross by *Van Dyk*; the shrine of St. Servatius—a work of the 13th cent. in copper gilt; and several reliquaries, pastoral staves, plate, &c., in the sacristy. St. Servatius was Bishop of Tongres in the 4th cent.: that see, transferred in the 5th cent. to Maestricht, was 721, finally removed by St. Hubert to Liège.

The *Ch. of St. Mary* rises from Roman substructions; it is Romanesque, and has a large crypt, resting on black marble pillars. Its W. front, like some other churches of the district, has no entrance; it is flanked by two circular towers. There are 3 modern churches.

The square called *Vrijthof*, in which St. Servatius stands, was the place where William de la Marek, nicknamed "le Sanglier des Ardennes," was beheaded, 1485. A pretty *Public Garden*, called the Park, was laid out in 1838.

The *Gate of Jaar*, near the Meuse, is an ancient gateway, part of the original fortifications of 6th or 7th cent.

The most remarkable thing about Maestricht are the **Subterranean Quarries* under the hill called the *Pietersberg*, on which the *Citadel* or *Fort St. Peter* stands. The entrance is not quite 3 m. from the Inns, outside St. Peter's gate: the hire of a carriage is 6 fr.; the fee of a sworn guide 4 fr. One entrance is in the house of the burgomaster of St. Pierre, who keeps the key, which he

hands over to a sworn guide on payment of a fee of 1 fr. The walk through the caverns takes up 1 hr. to 1½ hr. In places the ground has fallen in, leaving tremendous gaps and holes. Some of the passages are wide enough to admit horses and carts. They cover a space of 13 miles by 6 m.: the number of passages amounts to 16,000, 20 to 50 ft. high and 12 broad, and a large part are now rarely explored. They are supposed to have been first worked by the Romans. The galleries, running generally at right angles, and lined by many thousand massive pillars, 40 ft. square, left by the excavators to support the roof, cross and intersect each other so as to render it exceedingly difficult to find the way out; and it is dangerous to enter this singular labyrinth without a guide. Many lives have been lost for want of this precaution; among others, 4 Récollet friars perished in 1640, in attempting to form a hermitage in a remote spot. They had provided themselves with a clue, which they fastened near the entrance, but the thread on which they depended broke. In 1868 a young man was lost in the quarries. The only persons competent to conduct strangers through the maze are a few experienced labourers who have spent a large portion of their lives in these caverns, and who assist their memory by marks made on the pillars and sides. In time of war the peasantry of the surrounding country have frequently sought refuge in the caves, along with their flocks and herds. The rock is a soft yellowish calcareous sandstone, not unlike chalk, and of the same geological age. It is cut out with a saw, and is used for building, and is adapted for the purpose, as it hardens on exposure to the atmosphere; it does not make good lime, but when reduced to sand is very serviceable as manure for the fields. It abounds in marine fossil remains. Besides shells and crabs, large turtles are found in it, together with the bones of a gigantic lizard-like reptile, more than 20 ft. long, called the fossil Monitor. The caverns are very cold, but are remarkably free from all moisture, and hence their temperature scarcely ever

varies. You come out at the top of the hill near the Casino or Tea Garden of Slavanden or Slavente. From the terrace here you command an exquisite view over Maestricht and the valley, 300 ft. above the river.

Maeseyck, a town of 4250 Inhab. About 12 m. below this, on the rt. bank of the Maas, is the birthplace of the painters Van Eyck. *Statues* of these famous artists were set up 1864.

Steamers daily to Liège, in 2 hrs. (Rte. 24):—to Rotterdam, stopping for the night at Venloo. Not far from this is *Roermonde* (Rte. 13).

Rly. S. to Liège (Rte. 24); N. to Roermonde and Venloo (Rte. 13). The line to Aix-la-Chapelle continues E., crossing the Meuse to

7 m. *Valkenberg Stat.* (Fr. Fauquemont), Dutch frontier.

8 m. *Simpelveld Stat.* Prussian Custom-house.

7 m. *AIX-LA-CHAPELLE Stat.* (Rte. 36).

ROUTE 28.

CALAIS TO COLOGNE, BY LILLE, DOUAI, VALENCIENNES, QUIÉVRAIN, MANAGE, CHARLEROI, NAMUR.—RAIL.

The quickest way (16 hrs.) from London to the Rhine is by Rte. 15 from Calais *via* Lille and Tournai to Stat. du Midi, Brussels; proceed to Stat. du Nord, and follow Rte. 26 through Louvain to Liège; thence by Rte. 25 through Verviers to Aix-la-Chapelle, and by Rte. 36 to Cologne.

The following route, though now little used *in extenso*, runs through

places not elsewhere mentioned in this Handbook, and through an interesting district on either side of Charleroi.

From Calais to Lille. See Rte. 15.

21 m. DOUAI Junct. Stat. (Buffet.) to the E. of town and inside fortifications. Omnibus from Rly. (Inns: H. de Versailles; H. de l'Europe; H. de Flandre; H. du Commerce.) A large inanimate town and fortress of 24,105 Inhab., seated on both banks of the Scarpe, defended by a detached fort, about $1\frac{1}{2}$ m. distant, and important from its great military and scholastic institutions.

May be seen in 2 hrs. thus:—

From the Rly. stat. turning down the *Place St. Jacques* on the rt. are the Cavalry Barracks *aux Grands Anglais*, formerly the *English College*, founded in 1569 by Cardinal Allen, an Englishman, for the education of Catholic missionary priests for England. On the outbreak of the Revolution some of the students fled to England; those that lingered were in 1793 imprisoned in the citadel of Doullens, whence a few effected their escape. On the release of English prisoners, after the fall of Robespierre in 1794, the remainder reached England, and by the year 1808 were finally settled in the Catholic College of St. Cuthbert's at Ushaw, near Durham. The *Benedictine College*, in the Rue St. Benoît, is the only one remaining of several English, Scotch, and Irish seminaries formerly existing here. Crossing the Rue Morel, and proceeding down the Rue de la Charte, the ancient college of the Jesuits is seen on the rt., now appropriated to the

1. *Public Library*, containing upwards of 40,000 vols., besides nearly 1000 MSS., some of great interest, from the suppressed monastic institutions, including the English and Scotch colleges. Among the MSS. is a 12th-century *Pontifical*, said to have belonged to St. Thomas Becket.

2. *Museum of Natural History and of Antiquities* (old records of the family of Lalaing, &c.) and PICTURES (chiefly of the old Flemish school; obs. a Pan

and Ceres, by *Rubens*, the landscape by Breughel, and the portrait of a lady by *P. Veronese*), and recently enriched by an interesting *ethnographical* collection, the gift of M. Berthoud.

Adjoining this building are those of the *Lycée* and *Petit Collège*, in the Rue des Ecoles, at the end of which are the extensive workshops, &c., of the *Arseнал*, created by Louis XIV., and one of the most important in France.

At the S. end of the Rue des Ecoles will be seen on l. the *Ch. of St. Pierre*, remarkable only for its size and the circular chapel behind the high altar.

The Rue de Bellaing, containing the best shops in the town, leads to the Rue de la Mairie, in which is seen the northern façade of the

Hôtel de Ville (M. H.), a Gothic building dated from the end of the 15th cent., with, as usual in Flemish towns, a very picturesque *Beffroi*. The whole has now been well restored, and there are some elegant reception rooms on the first floor. The building runs through to the Rue des Minimes, where the best view is obtained.

The Rue de la Mairie leads W. towards the S.W. portion of the town, in which, across the river, is situated one of the 3 great *cannon-foundries* of France; whilst to the E. the same street leads to the *Place d'Armes*, containing the *Hotels de Versailles* and *de Flandre*, and leading to the

Ch. of Notre Dame, where may be seen in the vestry (apply to the sacristan) a very remarkable Flemish altar-piece, by Bellegambe, a native of Douai (16th cent.), and painted for the Abbé d'Anchin. It represents a variety of subjects—the Trinity, the Virgin, saints, &c., with figures innumerable.

Skirting the large HOSPITAL, past the *Porte de Valenciennes*, the only one of the 6 gates to the town possessing any interest, and traversing the Rue des Trinitaires, the *Place St. Jacques* is again reached.

A procession, originating in the festivities consequent on the failure of Louis XI. to take the town in 1479, parades every July the streets of Douai, consisting of a giant of osier, called *Géant Gayant*, dressed in armour, 30 ft. high,

attended by his wife and family, of proportionate size. Douai was permanently joined to France by the Peace of Rastadt, 1714.

John of Bologna, the sculptor, was born here 1524.

There is a considerable trade in flax at Douai, and numerous coal-pits in the neighbourhood.

20 m. VALENCIENNES Junct. Stat. (Buffet); omnibus from Rly.; (Inns: H. du Commerce, good and comfortable, old-fashioned house; H. des Princes); a fortress of the 1st class, with a strong citadel constructed by Vauban; a dark and ill-built town, lying on the Schelde, with a population of 24,344 souls. Taken by Louis XIV. in 1677, it was definitely ceded to France by the treaty of Nijmegen in the following year. In 1793 it was taken by the Allies, 75,000 strong, under the Duke of York and General Abercromby, after a siege of 84 days and a severe bombardment, which destroyed a part of the town: it was retaken next year. In the grand square, or Place d'Armes, are situated the *Hôtel de Ville*, a fine building, half Gothic half Italian in style, erected 1612, and containing 3 pictures by *Rubens* (?), brought from the Abbey of St. Amand; the *Belfroi*, 170 ft. high, built 1237, fell 1843, and caused a serious loss of life; the *Theatre*. The *Church of St. Gery* is the principal one.

The celebrated Valenciennes lace is manufactured here, and a considerable quantity of fine cambric. This is the birthplace of Watteau, the painter; of Froissart, the historian, of whom there is a statue in Place St. Gery, and of the minister D'Argenson.

At Bavay (Bavacum Nerviorum) is a *Roman Circus* and other remains. At *St. Amand-les-Eaux* are ruins of a Benedictine Abbey and a fine church.

7 m. *Blanc-Misseron*. French Douane. The frontier is marked by the little river Annelle.

2 m. *Quiévrain* Junct. Stat. (Buffet), Belgian custom-house.

5 m. *Boussu*. In the fine *Ch.* surmounted by a spire is the chantry of the family of Henin, lords of Boussu, and a monument in alabaster of Jean

de H. and his lady. The *château* belongs to the Marquis de Caraman.

2 m. *St. Ghislain* Junct. Stat. Near this is *Hornu*, a mining village of 5448 Inhab., founded by the late M. Degorge Legrand. It is occupied principally by miners and iron-forgers, who are maintained by the mines of coal and iron here. Steam-engines are manufactured to a considerable extent here. The village is built with straight streets on a uniform plan, the houses being of the same height, around 2 squares, in the centre of one of which is the steam-engine which drains the mine and supplies the houses with hot and cold water. This country resembles much the neighbourhood of Manchester and Bolton: the roads are black with coal-dust, which in windy weather begrimes the face and garments of the traveller, and the dwellings partake of the same hue. Every cottage seems as populous as a hive.

Rly. to Blaton Junct. Stat., and thence to Leuze and Tournai.

3 m. *Jemappes* Stat. This village, Pop. 4670, is celebrated for the victory gained by 50,000 French, under Gen. Dumouriez, 6th Nov. 1792, over 22,000 Austrians. Young *Égalité*, afterwards King Louis Philippe, served in this battle. Three coalpits were filled with dead bodies of men and horses after the battle. The result of this victory was to make the French masters of Belgium for some months. A stone has been set up close to the post-road to mark the scene of the battle.

3 m. *Mons* Junct. Stat. (Rte. 32). 4 trains run daily, in 1½ hr., to Manège.

(A shorter route than that described below to Charleroi is *viâ Baume and Binche*, with fine views over the surrounding country near the latter stat. Numerous iron-works all along the line.)

15½ m. *Manège* Junct. Stat. Branch lines to Brussels by Hal; to Wavre by Nivelles. The Canal de Charleroi is crossed. There are coal-mines near this.

[On the Wavre Rly. 1. lies *Seneffe*, where the Prince of Orange (William III.), scarce 24, ventured to measure his strength (1674) with the veteran

Condé. It ended in a drawn battle, with 27,000 dead left on the field!]

11 m. *Gosselies* Stat., a picturesque town (l.) on a height; 6108 Inhab.

The railway cuts through several beds of coal.

The most interesting portion of the route lies near

4 m. *Marchiennes-au-Pont* Stat. on the Sambre, Pop. 4500. The country is picturesque, and enlivened by manufactories, chimneys, iron-works, furnaces, coal-mines, and villages.

The Brussels and Charleroi canal runs parallel with the railway, and enters the Sambre, which it joins to the Schelde, 2 m. above Charleroi.

The railway crosses the Sambre 16 times before reaching Namur.

3 m. **CHARLEROI. JUNCT. STAT.**, close to a great prison. (*Inns*: H. de l'Univers, clean; H. Dourin, not good.) Long a fortress on the Sambre, originally founded by the Marquis of Castel Rodrigo, governor of the Spanish Netherlands, 1666, and named after Charles II. of Spain; its walls were razed by the French 1795, and restored 1816, under the direction of the Duke of Wellington. It has 13,500 Inhab. The ramparts have been removed, and the lower and modern town has spread far outside the lines over a flourishing manufacturing district, almost deserv- ing the name of one vast town, though covering an area of many miles, whose industry is fed by the productive coal-field, the largest in Belgium, and of which it is the centre. In the vicinity about 6000 nail-makers ply their trade, and there are said to be 70 high furnaces, 50 iron-foundries, and 90 coal-pits. The *Glassworks* are the largest in Belgium. There are extensive iron-furnaces at Couliers, near this. 8345 miners and 118 steam-engines are employed in the collieries. 3 different railways, a system of canalisation, besides the river Sambre, help to distribute the productions of its industry. The *Sambre and Meuse Railway* branches S. from Charleroi. (Rte. 28A.)

Here were Napoleon's head-quarters on the night of June 15, 1815. He conversed with Ney until 2 A.M. of the 16th, and did not stir till 7 A.M.

Railways.—To Brussels, by Ottignies; to Brussels, by Braine le Comte; to Mons by Fontaine l'Evêque, Baume, and Binche: to Fleurus; to Paris, by Givet; to Paris, through Maubeuge and St. Quentin. Trains in 8 hrs.; or *express* 6½ hrs. (Rte. 33.)

Charleroi to Namur, 22 m., 12 trains daily, in 50 to 70 min., passing

9 m. *Tamines* Junct. Stat. Branch to Fleurus (Rte. 33).

The line descends the beautiful valley of the Sambre.

8 m. *Floreffe* Stat. The village, of 1500 Inhab., stands on the rt. bank of the Sambre. On a commanding height above rises the picturesque Abbey of Floreffe, founded by Godfrey Count of Namur, 1121. It is now a seminary for priests. The cloisters and hall of the Counts of Namur are worth notice. On the l., in a woody gorge, lies the Abbey of Malonne, and farther on the l. the new ch. of Beausse. The winding Sambre is frequently crossed.

6 m. **NAMUR JUNCT. STAT.**, outside the Porte de Fer (Rte. 24).

LIÈGE. (Rte. 24.)

AIX-LA-CHAPELLE.

COLOGNE STAT.

} (Rte. 36.)

ROUTE 28A.

**CHARLEROI TO GIVET BY VIREUX.—
SAMBRE AND MEUSE RAILWAY.**

Charleroi Junct. Stat. (Rte. 28).

Distance about 42 m. 3 trains daily, in about 2 hrs.

The line passes through the richest mineral district in Belgium, and has a great traffic in coal, coke, iron, and zinc ore. It connects the valley of the

Sambre with that of the Meuse, a few miles above Givet.

16 m. *Berzé* Junct. Stat. Branch rly. to 3 m. *Laneffe* Stat.

13 m. *Walcourt* Junct. Stat. Here is a fine 5-aisled Church, rebuilt 1317; the W. tower Rom. 1024-27. See the carved stalls (Renaiss.) with caricatures of monks; confessionals; rood-screen, 1531; font; a baptistery of the 16th cent.; a miraculous image of the Virgin, to which 20,000 pilgrims resort on Trinity Sunday; some fine old church plate in the sacristy; reliquaries, monstrances, a throne of silver for the Virgin, &c. [Branch lines E. to 8 m. *Morialmé* and to 9 m. *Philippeville*.]

17 m. *Mariembourg* Junct. Stat. The town was built by Mary, Queen of Hungary, sister of the Emperor Charles V.

[Rly. N.E. to *Agimont* (Rte. 30); S.W. to *Chimay* Stat. *Château* of the Prince de Chimay, statue of Froissart; *Momignies* Stat. (Belgian custom-house); *Hirson* Junct. Stat. Rail to *Laon*, *Valenciennes*, *Mezières* (*Hdbk. France*);] S. to *Couvin*; and E. the line continues to

6 m. *Vierves* Stat. Belgian custom-house.

5 m. *Vireux* Stat., on the Meuse. French custom-house (H. du Chemin de Fer). Rail S. to *Mezières*, *Reims*, and *Paris* (*Hdbk. France*); and N. to *Givet* (Rte. 30).

ROUTE 29.

BRUSSELS TO LUXEMBURG AND TREVES,
BY OTTIGNIES, NAMUR, AND ARLON.
—GREAT LUXEMBURG RAILWAY.

Brussels (Rte. 23). Luxembourg Stat. (Quartier Léopold). In front of the stat. is a statue of John Cockerill, an

Englishman, the founder of the iron manufacture of Seraing, the first in Belgium. Distance to Treves about 200 m.—2 trains daily in 8 hrs.

This is the most direct route, and the best mode of approaching the wild and little-trodden district of the Ardennes (Rte. 31), Trèves, and the Mosel.

The line trends S.E., skirting the forest of Soignies, passing 3 m. the village of *Boitsfort*, a favourite resort of the people of Brussels.

6 m. *Groenendael* Stat., also in the forest. To *Mont-St.-Jean* and *Waterloo*, 5 m. S.W. (Rtes. 23 and 24). rt. See the *Lion* on the field of Waterloo.

3 m. *La Hulpe* Stat., village with paper-mill; near it is a seat of the Comte de Mérode (*Rixensart*).

5 m. *Ottignies* Junct. Stat. (Buffet.) Rly. N. to *Louvain* (Rte. 26), S.W. to *Nivelles* (Rte. 24) and *Mons*, S. to *Fleurus* (Rte. 33).

The country becomes more undulating, and is, perhaps, the richest in Belgium.

3 m. *Mont St. Guibert* Stat. Here *Blücher* turned aside after the battle of *Ligny*, and eluded the French pursuit.

5 m. *Gemboux* Junct. Stat. The town (Pop. 2320) lies in the hollow: it has some trade in cutlery. On rt. is a large brick building—a Benedictine abbey down to 1792—now a School of Agriculture. Near this is the battle-field of *Ligny*. Rly. N. to *Ramillies* (Rte. 26) and *Landen*, S. to *Fleurus* (Rte. 33) and *Charleroi*.

5 m. *St. Denis Boessee* Stat. Near this iron-ore is quarried to supply the furnaces on the Sambre and Meuse.

Through several deep rock cuttings the Rly. approaches *Namur*, emerging on a lofty embankment into the beautiful valley of the Sambre.

4 m. *Namur* Junct. Stat. (see Rte. 24). Here converge the Rlys. from—1. *Charleroi* (the State line); 2. from *Liège* (Rte. 24); 3. from *Brussels* and *Luxembourg*; 4. from *Dinant* (Rte. 30).

The *Luxembourg Rly.* (83 m.) crosses the Meuse, on a bridge of 3 timber arches resting on stone piers, commanding a magnificent view of *Namur*,

the Citadel, and the rivers Meuse and Sambre.

Nannine Stat. Nattoye Stat.

18 m. *Ciney* Stat., a town of 2000 Inhab. (*Inn*, H. de Condroz), formerly capital of the *Condroz* (Condruzi of César), or country between the Meuse and Ourthe, part of the old bishopric of Liège. 9 m. on rt. lies Dinant (Rte. 30). A coach runs thither daily in 1½ hr. until a railway is made.

The works on this rly. were very severe; numerous cuttings through slate strata, turned up at a high angle. Much forest is passed. Charming views.

Aye Stat. [Omnibus daily to *Marche*, 9 m. See Rte. 29A.]

Marloie Junct. Stat. [Direct Rly. N. 39 m., by the valley of the Ourthe to Liège (see Rte. 29A)].

Jemelle Stat. A village with marble and limestone quarries and limekilns, at the junction of the Lomme with the Wamme. A cave, called "Grotte de la Wamme" (3 fr. each person), is exhibited here. [Omnibus to Rochefort and Cave of Han sur Lesse (described Rte. 31), returning to catch a later train back to Brussels.

To Rochefort (Rte. 31), 20 min., whence the *Grotte du Han* is best visited (3½ m.) by omnibus.]

14 m. *Grupont* Stat. The Rly. enters the picturesque valley of the Lomme, and passes in a curve round the grand old *Castle of Mirwart*, l., with 4 towers at the angles, and a donjon on the S. side. It was twice destroyed by the Bishops of Liège on account of forays on their territory committed by its owners. It belonged to the De la Marcks.

Poix Stat. [1. Diligence to the *Abbey of St. Hubert*. 4½ m. also daily to Bouillon.

4½ m. *St. Hubert* (*Inn*, H. du Luxembourg, poor), a miserable town of 2550 Inhab., originally planted in the midst of the great forest of St. Hubert, now cleared. The *Abbey Church* is in the Gothic style of the 14th cent., defaced by an Italian W. front, date 1702. It has 5 aisles, vaulted throughout; the choir ends in a chevet, and is considerably raised above a crypt of

older date: it is internally adorned with various marbles. St. Hubert, the patron of hunters and sportsmen, was born about 656, of noble race and a kinsman of Pippin d'Herstall. He was guilty of the profane act of hunting on Good Friday. While engaged in his favourite diversion on that day, a stag suddenly presented itself to him, bearing a cross between its horns. The apparition, which he believed to be miraculous, recalled him from his evil mode of life. Renouncing the world and its pleasures, he entered as a monk into the abbey of Stablo, and eventually succeeded his friend St. Lambert as Bishop of Maestricht, which see he transferred to Liège. He died 727, having acquired such a degree of sanctity as to work miracles, not merely by his hands, but by his garments; so that even a shred of his mantle possesses virtue to cure madness and hydrophobia, if placed on the patient's head: the consequence was an immense resort of pilgrims, continued to the present day, and great influx of wealth. The body of St. Hubert was deposited in the abbey, 825, but is supposed to have been burnt in the conflagration caused by the French Calvinists, 1568. Nevertheless a handsome altar-tomb, with 8 bas-reliefs of events from his life, and a reclining effigy in marble—one of the finest works of *W. Geefs*—was erected 1850 by King Leopold I. In the *Tresor* is the Saint's miracle-working *Stole*, the application of which still cures about 100 patients in a year, and other relics—his horn, crozier, and comb. On the Feast of St. Hubert (Nov. 3), dogs are brought from far and near, and specially packs of hounds, to be sprinkled by the priests with holy water, in the chapel of the saint. (See 'Quentin Durward.') The remaining abbatial buildings are now occupied as a governmental *Reformatory*.]

Libramont Junct. Stat. [Branch rly. to *Bastogne*, a sportsman's resort in midst of Ardennes. Trains in an hour. *Excursions* to *Wiltz* on the *Sure* (H. des Ardennes), a strange scene of ruin (omnibus), and to *Esch*.]

Diligence in 4 hrs. to the *Castle of Bouillon*, 18 m. W. (See Rte. 31.)

Longlier Stat. rt. about 1 m. lies *Neuf-château*, an uninteresting town of 1800 Inhab., a market for cattle and grain, near which are large slate-quarries.

27 m. *Arlon* Junct. Stat. (*Inns*: H. du Nord, clean;—H. de l'Europe)—a rapidly increasing town of 5700 Inhab., the Roman *Orolaunum*. There are interesting Roman remains in the *Museum*. The partition of the Grand Duchy of Luxembourg, by the Treaty of 1831, gave two-thirds of it to Belgium, and Arlon is become the capital of the Belgian part of the province. Fine view from the terrace of the Capucin convent. From Arlon to the frontier German is the language of the inhabitants.

Diligences down the valley of the *Semoi* to *Etalle* (Rte. 31); to *Liège*; to *Spa*.

Rly. S. through *Longwy* to *Longuyon* Junct. Stat. on line from *Thionville* to *Mezières* (see *Handbook for France*).

The line to *Luxemburg* continues E., and crosses the frontier at *Bettingen* Stat. Custom-house.

3 m. **LUXEMBURG JUNCT. STAT.** (*Buffet*), omnibus and tram to the stat. $\frac{1}{2}$ m. from town—*Inns* (none good): H. de *Cologne* (improved); H. de *Luxemburg*, table d'hôte, 12.30, 2½ fr., half bottle of *Moselle*, 1 fr.). A halt of 2 or 3 hrs. will suffice to see the remarkable site and all that is worth notice here: thus the traveller may avoid the inferior inns. Carriage for 2 hrs. costs 10 fr. This was formerly one of the strongest fortresses in the world, Pop. 15,000, dismantled, pursuant to Treaty, 1867, down to which time it was garrisoned by 6000 Prussians, for the German Confederation. It is capital of a grand duchy belonging to Holland.

From the station, the town, now being stripped of its huge ramparts, is entered by the magnificent *Petrus Viaduct*, of 26 lofty arches, built 1869, crossing over the suburb of *Grund*. Those who cannot walk may hire a cab for 2½ fr. an hour, to explore the

town below and above. Take the road above the *Bouc*, over rock casemates three stories deep (to be entered only by permission of the Mayor), descend into the valley, looking up at the embrasures for guns cut in the rock. Next, passing under the *Bock*, you may skirt the *Ramparts*, ascend past *Pfaffenthal* and the *Heilig Geist Bastion*, back to the station. Those who have time may extend the drive along the *New Trèves* road and through the shady walks of the late governor's garden.

The situation of *Luxemburg* is very singular, and has been compared with that of *Jerusalem*; but the destruction of the fortifications, which goes on very slowly on account of the cost of removal, and the number of new streets building on the site of the ramparts, give the town an untidy and unfinished appearance.

The upper town—now open, a boulevard occupying the site of its massive ramparts, partly removed—is seated on a level plateau, joined to the neighbouring country only on the W. On the other sides it is isolated by rocky gorges 200 ft. deep, crossed by lofty viaducts, and watered by the streams of *Petersburn* and *Alzette*, in whose depths the industrious lower town, or suburbs of *Grund*, *Clausen*, and *Pfaffenthal* (with mills and dye-works), nestle. The communication between the upper and lower towns is by flights of steps, and by streets carried up in zig-zags, so as to be passable for a carriage. The defences, partly excavated in the solid rock, were increased and improved by the successive possessors of *Luxemburg*, by the Spaniards (1697), Austrians (1713), French (1684 and 1795), and Dutch, rendering it, in the words of *Carnot*, “la plus forte place de l'Europe après Gibraltar:—le seul point d'appui pour attaquer la France du côté de la Moselle.” The most remarkable part of the fortifications is that called *Le Bouc*, a projecting headland of rock, hollowed out, and commanding with its loopholes and embrasures the 2 valleys which it separates up and down. Its casemates in 3 stories, one above the other, entirely excavated in the solid

rock, were capable of holding 4000 men, and resemble those of Gibraltar. From the *Schlossbrücke*, which connects it with the upper town, there is a striking view. The road to Trèves descends from this in zigzags. Other good points of view are the *Garden of the Military Casino*, Fontaines Garden outside the New Gate, and the *Fetschenhof* at the Trèves Gate.

The Grand Duchy of Luxembourg was given to the King of Holland, at the Treaty of Vienna (1815), in consideration of his abandoning his claim upon Nassau. It has been always much coveted by France, especially after the battle of Sadowa and the dissolution of the German Confederation. The Treaty of London, May, 1868, rendered it a neutral state, and its protection was guaranteed by the 5 Great Powers. The House of Luxembourg is highly distinguished in history; it gave 4 kings to Germany, of whom three were crowned emperors at Rome; 4 kings to Bohemia, and various bishops to the church, and it contracted many splendid matrimonial alliances. As the territory is saved the expense of maintaining an army, the taxes are light, and living cheap. The money used is indifferently French, German, or Belgian, and the duchy only coins bronze pieces of the same value and denomination as the French.

The *Ch. of Notre Dame* was built by the Jesuits in 1618. It contains a miracle-working image of the Virgin. John the Blind, King of Bohemia, killed by the English at the battle of Cressy, 1346, from whom our Prince of Wales gains his motto (*Ich dien*), was buried here; but his body, having been 6 times removed, and at the French Revolution transferred to a museum, was at length confided to the King of Prussia, and by him deposited, 1838, in a grave at Castel on the Sarre, in Prussia.

Railways. N. to Liège and Spa by Diekirch (Rte. 25A), crossing the valley and suburb of Pfaffenthal on a handsome *Viaduct*. S. to Thionville (Diedenhofen), Metz, 40 m., and Strasbourg (see Part II. Rte. 99A).

Railway: Luxembourg to Trèves, only 34 m. takes 2½ to 3 hrs. owing to de-

lay. A single line. Quitting the station, you have only a momentary glimpse of the town before plunging into rock cuttings. The line to Trèves follows for some distance the course of the river Sauer as far as its junction with the Mosel at

25 m. *Wasserbillig* Stat. The Prussian frontier is crossed at the bridge over the Sauer, close to which is the custom-house (§ 46).

From this point may be visited the *Igel monument*, described in Rte. 41 as an excursion from Trèves. On leaving the stat. turn to rt., through the village, and cross the bridge over the Sauer, then to the rt., and follow the l. bank of the Mosel to the village of Igel, a pretty walk of about 2 m. The monument is at the further (E.) end of the village on the l. just beyond Heintz's modest *Inn*.

The Rly. crosses the Mosel to reach 4 m. *Conz* Junct. Stat., on the rt. bank, where the Rly. from Saarburg, Saarbruck, and Saarlouis falls in.

The village of *Conz*, situated at the junction of the Saar with the Mosel, derives its name from the Emperor Constantine, who had a summer palace here, traces of which still exist in the foundations of brick walls, towers, &c. The Roman bridge over the Saar was blown up by the French, 1675.

The line recrosses the Mosel by the handsome bridge, and making a sharp bend runs along the l. bank of the river to

5 m. TRÈVES, *Terminus* near the bridge (Rte. 41), on l. bank of the Mosel.

ROUTE 29A.

LIÈGE TO MARCHE AND MARLOTE STAT.
BY THE VALE OF THE OURTHE: [LA
ROCHE]. THE ARDENNES.

Liège is described in Rte. 24.

This line (Chemin de Fer de l'Ourthe, 39 m.) starts from Guillemins Stat. and is the direct route for La Roche, and all excursions in the heart of the Ardennes. It repeatedly crosses the river, passes through tunnels, and along cuttings; much of the scenery is, therefore, lost to travellers by railway. The entire journey is made in 1 hr. 55 min.; the longest time consumed between one station and another is 15 min. only.

Angleur Junct. Stat. The Ourthe line here separates from that of the Vesdre, turns S. and enters the valley of the Ourthe. Between this station and the next are successively passed:—1. bank of river, *Château de Beaufrapont*, *Château de Colonster*; rt., opposite last-named, *Château d'Ancre*.

8 m. *Tilff* Stat. (Inns: H. de l'Amirauté; H. des Étrangers). A large village on rt. bank of the Ourthe: reached by an iron bridge. Holiday resort of the Liégeois. The *Grotto* (1½ m. from village, discovered in 1837) is worth inspection. Entrance 1 fr., costume, 25 c. Above the grotto is the *Château de Brialmont*. The original castle dated from the 13th cent. A little beyond Tilff, the *Château de Monceaux* is passed.

Euseux Stat. (Inn: H. du Pont) is finely situated, partly on, partly at the base of a rocky promontory, round which the Ourthe flows in an abrupt curve. Walks in neighbourhood charming. In the direction of Houtin is the plateau whence Jourdan drove the Austrians at the point of the bayonet, Sept. 1794.

Poulseur Stat. *Castle* in ruins, called by the inhabitants Charlemagne's Castle. The villages of *Poulseur* and *Montfort* face each other on opposite sides of the river. *Montfort* Castle is reputed to have been the retreat of the Quatre Fils Aymon, during the siege by Charlemagne. Nothing now remains of the ancient fortress but a fragment of wall and portion of a moat. Huge quarries of gritstone now usurp the site its fortifications once occupied.

Comblain-au-Pont Stat. (Inn kept by Mme. St. Renaville-Ninane). The village is some little distance from the stat. *Church* ancient. A grotto here. Scenery very attractive. [This is the starting-point for excursion along the *Valley of the Amblève* as far as *Trois Ponts* (Rte. 25), where the line from Spa to Luxemburg may be joined.]

Railway traverses a tunnel to reach *Comblain-la-Tour* Stat. (Inn: Hôtel de l'Ourthe). Hence the line passes through bleak rocky country to

Hamoir Stat. (Inn, kept by *Hyguensse*). A picturesque village, with an old and modern bridge, beautifully situated. [Starting point for excursion to *Modave* and course of the *Hoyoux* as far as *Fuy*. (Rte. 24.)] Tourists should not omit a visit to the miniature *Valley of the Logne*, and ruined castle of that name, and which are within pleasant walking distance of Hamoir. The way is by *Sy* and the *Ferme de Palogne*, and should be accurately inquired for before starting. The river is crossed twice in this excursion, and it is needful to secure the services of a guide for the ascent to the ruins. The *Castle of Logne* dates from the 10th cent. In the 15th cent., it was held "in pledge" by the De la Marcks, and by them used as a kind of arsenal and stronghold whence their partisans were wont to sally forth and harass the enemy. It was dismantled by order of Charles V. The walk may be continued to *Bomal*. The rly. traverses the river and a tunnel before reaching

Bomal Stat. (Inn: De la Station). *Château* of renaissance period. Here the *Aisne* falls into the Ourthe. [Excursion (one of the most attractive in the country) along the *Aisne* to *Roche-*

à-Frêne, 4 m. by way of *Juzaine* and *Aisne*. The country about *Roche-à-Frêne* is exceedingly imposing. The rocks here present the most fantastic appearance, and are colossal in size. Good accommodation and board at *Roche-à-Frêne*, *chez Courtoy Liboutte*. Pension, 3 frs. 50 c. per diem.]

Barvaux Stat. (Inns: H. de Liège: Pension, 3 frs. 50 c. per diem. Fishing obtainable from garden of hotel; H. de l'Aigle Noir). [Agreeable walk up the Ourthe to *Durbuy*, 2 m. (H. de la Montagne), once a fortified town, dismantled by order of Louis XIV. Its appearance is at once antique and picturesque.] The railway quits the Ourthe, which makes a wide circuit to

Melreux Stat. Tourists alight here for *La Roche*, 11 m. Diligences thither 3 times daily, in 2½ hrs. Fare 1 fr. 90 c.

[*La Roche* is the best fishing station in the Ardennes (Inns: H. du Nord; H. des Ardennes). Living plentiful, and charges, board and lodging, 4 fr. a day. The air is found to be enervating for any lengthened sojourn; but residence here is pleasant. The neighbourhood abounds in exquisite scenery and walks, *La Roche* being situated in the immediate neighbourhood of five different valleys. *Castle* in ruins, said to date from Roman period: belonged in the 11th cent. to *Henri*, Count of *La Roche*, a junior branch of the Counts of *Namur*. Was for a time held by the Dukes of *Bourgogne*, also by *Louis XIV.*, who restored it, but surrendered it at the peace of *Utrecht*. It was finally dismantled by order of the Emperor, *Joseph II.* Diligence daily to *Houffalize* (Inn: H. de *Luxemburg*) on the Upper Ourthe. (1200 Inhab.) Prettily situated—fishing.]

Marche Stat. (Inn: H. la *Cloche d'Or*); a pretty town (2340 Inhab.), which stood on the *march*, or limit, between the Duchy of *Luxemburg* and the Bishopric of *Liège*; it was capital of the *Famenne*, a fertile corn district, named after its ancient inhab. the Gaulish *Phœmanni*, mentioned by *Cæsar*. Here was signed, 1577, by *Don John* of *Austria* and the States of the United Netherlands, the treaty known as the *Perpetual Edict*.

rt. The country between *Maroche* and *St. Hubert* presents very fine forest scenery. This is *Shakspeare's* "Forest of *Arden*;" and so well do parts of it agree with his description of its woodlands that the traveller might almost expect to meet the "banished duke" holding his silvan court under the greenwood tree, or to surprise the pensive *Jaques* meditating by the side of the running brook. The village of *Waha*, close by, boasts of a curious ancient church.

Marloie Junct. Stat. Termination of the *Ligne de l'Ourthe*, and stat. on the *Luxemburg Line* (Rte. 29).

ROUTE 30.

NAMUR TO DINANT AND GIVET—THE MEUSE.—RAIL.

Namur (Rte. 24).

Railway to *Givet*, distance 31 m. 4 trains daily, in 1½ hr. The beauties of the valley of the *Meuse* cannot be seen properly from the rly. A halt should be made at *Dinant* to make excursions.

The *Meuse* above *Namur* is not less interesting, though less visited, than below it. For a considerable distance the river is hemmed in by magnificent escarpments of limestone, resembling in height and form the banks of the *Avon* at *Clifton*, and the *Dales* of *Derbyshire*. The cultivation of the graceful hop here supplants that of the vine. The rly. soon after leaving *Namur* crosses the *Meuse* by a handsome bridge and keeps on the rt. bank of the river, cutting off bends from time to time by a tunnel.

1. Above *Rouillon* (château of *M. Demanet*) rises the picturesque precipice, called *Roche aux Chauves* (Chough's

Cliff). rt. Yvoir, at the outflow of the Boeq. l. Moulins, formerly an abbey, now an iron foundry.

(rt.) Between 2 and 3 m. below Dinant rises the Castle of Poilvache (i.e. Pille-vache, its owners being reivers of cattle), once "la terreur des Dinantois," now in ruins, of great extent, and finely situated. It was taken and destroyed by Bp. Jean of Heynsberg, 1429.

1. Upon the top of a rock, 4 m. below Dinant, stands the picturesque old town of *Bouvignes*. During the siege of this place by the French under the Duc de Nevers (1554) 3 beautiful women retired with their husbands into the Castle of Crèvecœur, hoping to assist and encourage the garrison by their presence. The defence was obstinate, but at last all were slain but the 3 heroines, who, unwilling to submit to the brutality of the conquerors, threw themselves from the top of the tower, in sight of the French, and were dashed to pieces on the rocks.

rt. 3 m. *Dinant Stat.* (Inns: H. Poste, comfortable, and well managed house, good cuisine (w. c.), post horses and carriages; well situated opposite the Stat. on the Meuse; H. Tête d'Or, very fair; landlord rents some trout fishing; H. Ardennes), a fortress and town of 7266 Inhab., romantically nestled at the base of limestone cliffs, to which the fortifications and the chapel on their summit add interest. There are caverns in the contorted convolutions of the limestone strata. Winding stairs, cut in the rock, render the cliffs accessible from terrace to terrace nearly up to the walls of the fortress, but the view thence is very limited. The pretty walks behind the Casino are readily opened to strangers. Permission to enter the citadel is also given. The *Church of Notre Dame* is distinguished by a singular bulb-shaped steeple: its interior is interesting and good. The door of the baptistery and the sculptured S. portal are of the 10th or 11th cent.

Dinant was the birthplace of Wiertz, the eccentric painter, 1806.

Excellent chub and pike fishing may

be had here, with permission from the owners.

The inhabitants of Bouvigne were rivals of those of Dinant in the manufacture of articles of brass and copper, kettles, &c. (called from the place *dinanderies*), and the animosity thus created led to bloody and long-continued feuds between them. In defiance of their neighbours, the men of Bouvigne built the castle of Crèvecœur, and those of Dinant, to annoy them in return, erected that of Montorgueil, which they were afterwards compelled to destroy.

Duke Philip the Good, irritated by some act of aggression, besieged Dinant with 30,000 men. The inhabitants, when summoned to surrender, replied by hanging the messengers sent with the proposals. The Duke, enraged at this outrage, was preparing to take the town by assault, when it surrendered. He gave it up to pillage for 3 days, and then set fire to it; and while the flames were still raging, ordered 800 of the inhabitants, bound two and two, to be thrown into the Meuse. Though weak from illness, he was carried in a litter to a spot whence he could feast his eyes on the conflagration and horrible execution; and, not satisfied with this act of vengeance, he sent workmen to pull down the ruined walls after the fire, that not a vestige of Dinant might remain. This happened in 1466: his son, Charles the Bold, who succeeded 3 years after, allowed the town to be rebuilt; but it was again sacked, burnt, and demolished, in 1554, by the French under the Duc de Nevers, — a misfortune occasioned principally by the insolence of the townspeople in replying to the summons to surrender by a message to the effect that, if the Duke and the French King fell into their hands, they would roast their hearts and livers for breakfast.

Omnibus to Ciney Stat. on the Luxemburg Rly. (Rte. 29).

Excursions from Dinant: carriages and horses may be hired from the inns at Dinant. a. to the ruined *Castle of Montaigle* (5 m.), near Sommière, l. side of Meuse, beautifully situated on a rock, rising in the centre of the re-

markable *Gorge of the Flays*, apparently shut in on all sides. The ruins belong to Count A. de Beaufort. From Mont-aigle you may walk down the picturesque vale of the Sausaye to the ruined Castle of Poilvache. *b.* To Furfooz via Château d'Ardenne (magnificent panoramic view) and Celles, returning by

Chaleur, where some extraordinary rocks rise above the Lesse, projecting like spires, and one, La Chandelle, like a pillar from the rocks. Château de Walzin and Pont-à-Lesse at the confluence of the Lesse and Meuse. On this excursion the *Caves of Thoux*, des Nutons, Frontal and Chaleur may be visited.

About $\frac{1}{2}$ m. above Dinant the old road to Givet goes through a kind of natural portal, formed by the abrupt termination of a long narrow wall of rock, on the l., and on the rt. by a pointed and bold isolated mass of rock, called the ** Roche à Bayard*, from the horse of the Quatre Fils Aymon, who left the print of his hoof on the rock, when he plunged into the Ardenne forest in search of his masters. The cleft was widened by order of Louis XIV., to facilitate the passage of the road up the valley. Near this are quarries of black marble. Immediately above lies Anseremme, a pretty town with overhanging cliffs. Here the Lesse falls into the Meuse; its rocky valley is very picturesque and well deserves to be explored. The most remarkable caverns met with within a short distance of Dinant are the Trou Magrite, Trou de la Naulette, and Trou de Chaleaux. The Lesse descends, 400 ft. from the Trou de Han, in a series of falls called Buttes.

"The finest point on the road to Givet is about 3 m. above Dinant, at the *Château of Freyr*, a country seat belonging to the family of Beaufort-Spontin, on l. bank of the river, at the base of cliffs and richly-wooded hills, which are furrowed by ravines. Within the grounds is a natural grotto, abounding in stalactites, and singularly lighted by an aperture in the rock. Here a Treaty of Commerce was signed between Louis

XIV. and Charles II. of Spain, 1675. Opposite to Freyr the cliffs of limestone rise directly from the Meuse, much broken up, presenting striking forms and outlines; occasionally the upper part of the rock projects beyond the perpendicular, so as completely to overhang the river. The banks present lofty cliffs and romantic scenery as far as Flamignoul."—T. T.

[6 m. S. of this is the *Château de Beauraing*, magnificently restored by its owner, the Duke D'Ossuna. Inn: H. du Centre.]

There is a *Cave* here, anciently dedicated to the Goddess *Freyra*, the Venus of the North.

Railway—Dinant to Givet.

4 trains, in 35 min. The line follows the course of the Meuse through very pretty scenery, which can only be seen properly from the water.

9 m. *Hastières* Stat. Church (12th cent.) of a ruined abbey, containing 2 miracle-working Virgins!

3 m. *Agimont* Stat. *Belgian* Custom-house.

3 m. GIVET Junct. Stat. (Buffet; omnibus from rly. Inn: H. du Mont d'Or); Pop. 5801. A French fortress on both banks of the Meuse, close to the Belgian frontier. May be seen in 1 hr. thus:—Enter the town by the road crossing the esplanade immediately in front of the station, and, passing through the gates, continue straight down the Rue des Vieux Récollets to the

Hotel de Ville, a wretched building, facing which is the

Ch. of St. Hilaire, built by Vauban in 1682, a plain stone edifice, but obs. the delicate carving of the wood-work round choir and nave. To the l. of the ch. is a poor *bust of Méhul*, the composer, born here, surmounting a pedestal bearing date 1841.

This square leads to the quay bordering the Meuse, and proceeding to the rt. along this, past the Exercise Ground, about halfway down the next quay, a path between two stone walls will be

seen, which leads up the steep side of the rock to the N.E. entrance of the *Citadel or Fortress of Charlemont* (apply at the guard-house for permission to enter). From the terrace behind the powder magazine a magnificent panorama will be enjoyed, and an idea gained of the size and strength of this fortress, originally built by the Spaniards but reconstructed by Vauban. The view extends over *Grand Givet*, immediately below, connected by a bridge with *Petit Givet*, on the opposite side of the winding Meuse, whilst a considerable portion of the surrounding hills are on Belgian soil, which bounds 3 sides of the commune of Givet at scarcely 2 miles' distance.

Railways—to Charleville, Reims, and Paris (see *Handbook for France*); to Charleroi by Vireux and Marienburg—or by Morialmé.

ROUTE 31.

THE ARDENNES.—NAMUR [JEMELLE STAT.] TO ROCHEFORT, HAN SUR LESSE, ST. HUBERT, AND BOUILLON.

This interesting excursion is best made by following the *Luxemburg Rly.* (Rte. 29) to *Jemelle Stat.*, whence omnibus in 20 min. to *Rochefort* and *Grotte de Han*. Returning to *Jemelle*, take train to *Poix Stat.*, whence omnibus to *St. Hubert*.

Another Omnibus runs daily from *Poix* to *Bouillon*.

Rochefort (*Inns*, H. de la Cloche; clean and comfortable; H. de l'Etoile), an ancient and picturesque town (Pop. 1303), partly surrounded by old walls

and surmounted by a ruined *Castle*, where *Lafayette* was made prisoner by the Austrians, 1792. The *H. de Ville*, finished 1865, is in the Gothic style, brick, with stone facings.

The neighbourhood abounds with charming walks and views, also with caverns. Of these one of the finest is on the property of M. Collignon, called **Notre Dame de Lorette*. It is shown to strangers, charge 5 frs., and stairs and galleries have been formed by Mr. C., to make it accessible, it is lighted by magnesium light. You descend from his garden to a depth of 150 ft., whence passages diverge, through which you may walk for 1½ hr. The river *Lomme* may be seen from the top of the hill entering and emerging from the hillside several times after traversing the Grotto. Omnibus in 1 hr. (3 m.) from *Rochefort* to *Han sur Lesse*.]

Han sur Lesse (*Inn*: H. de la Grotte, kept by *Lefebure-Vigneron*, who speaks English, and is very obliging: small but clean). The *Grotte-de-Han* cannot well be approached with a carriage, and is 21 minutes' sharp walking distant from the hotel across a deserted grey-limestone country. The youth *Hyaacinthe Lannoy* will be found an intelligent guide through the Grotto, and will consider himself well paid with 2 frs. He will prepare his straw-torches and enter the grotto at the near end, and meet you at the remote entrance, which it is quite impossible for a stranger to find by himself. The guide accordingly will send a boy to show the way. The several chambers are illuminated by the guide with the straw-torches, which he has previously deposited along the route. This produces some fine scenes, but it is having the effect of blackening the choicest spots with smoke and destroying the transparency of the stalactites. The river *Lesse* is crossed in a boat, in the grotto near the exit, and the effect there of the daylight breaking in through the mouth of the grotto is superb. No preparation of dress is necessary, as the paths are broad and only slightly muddy. The distance from the entrance of the grotto to the

other mouth is about $1\frac{1}{2}$ m. The charge for admission into the grotto is 5 frs. apiece, if the party be 4 or upwards in number, and 7 frs. apiece if the party be less than four. The Baron Despandt, on whose property the grotto is situated, is said to derive from this source an income of 16,000 francs a year. The passage of the cavern may be made in 1 hr. in haste, but it is usual to spend nearly 2 hrs. upon it. Carriage and pair from Rochefort and back 10 francs.

A cross-road leads from Han sur L., by Wavrulle, Grupont, and Bure, a distance of 12 or 15 m., to

St. Hubert. Rte. 29.

There are cross-roads from St. Hubert to Poix station on the railroad from Namur to Luxemburg (Rte. 29); thence by Libin, Villance, and Paliseul to Bouillon is about 25 m.; road uninteresting.

BOUILLON (*Inns*: H. Poste, very good; charges fair). This is a very interesting and picturesque town of 2500 Inhab.; it is beautifully situated at the bottom of a long and lovely valley washed by the Semoi, which winds round a rocky promontory crowned by the extensive *Castle of Bouillon*, repaired and restored since 1827, and converted into a military prison. It will well repay a visit, being nearly as much an excavation as a building. The dungeons are hewn out of the rock. A recess cut in the rock is called the "Chair of Godfrey de Bouillon." There is a spring near the top of the rock, and a well descending to the level of the Semoi. 2 bridges connect the ancient walled town with the modern town. The walks in the woods around the town are very pleasing. The best view of Bouillon is from the Florenville road.

Bouillon, once capital of the duchy of the same name, was pawned by Godfrey of Bouillon to the Bishop of Liège, to raise funds for the first Crusade. The Bishops kept the territory till 1482, when it was seized by William de la Marck, which gave rise to a long series of feuds and fights between the Bishops and the houses of La Marck and La Tour d'Auvergne until, in

1641, it was settled on the Bishops. At length (1672) Louis XIV. directed Maréchal Créqui to take possession of the town, "not," says his published declaration, "for the purpose of prejudicing the Bishops of Liège, but for the protection of France, which is not sufficiently fortified in that quarter." Louis, having thus realised the fable of the Oyster, protested, before the Congress of Nijmegen, that he was prepared to resign the Duchy as soon as the umpires had decided to which of the contending parties it ought to belong. The dispute, however, was never settled, and (1678) the House of La Tour d'Auvergne assumed the sovereignty of the Duchy of Bouillon, with the consent of Louis. The town was assigned to the Netherlands (1815) by the Treaty of Vienna.

Diligence daily to Poix, Libramont and Longlier Stats. (Rte. 29), and Neufchâteau: to Dinant, 44 m., in 10 hrs: twice a day across the frontier to Sedan, 8. 12 m., in $2\frac{1}{2}$ hrs. Napoleon III. was escorted by this road after his surrender, Sept. 3, 1870.

Near Bouillon is *Anerois*, château of the Count de Flandres.

It is 15 m. by Herbeumont and Aignan, above which is fine rocky scenery, from Bouillon to *Florenville*. (*Inn*: H. du Commerce; good and comfortable quarters; landlady English.) 5 m. from which is the ruined *Abbey of Orval*, destroyed by the French army under Loison, who spent 10 days on its pillage in 1794. The remains are not of great architectural interest, but are extensive, and their situation very pleasing. They stand close to the French frontier, in a narrow secluded dell, overgrown with brushwood and trees, skirted on the W. by a beech forest. It is enclosed by a range of terraces, which on E. and W. rise into tiers one above the other, 20 to 30 ft. wide, each about $\frac{1}{2}$ of a mile long. The boundary wall, 20 ft. high, is still perfect. The key must be got from a cabaret $\frac{1}{2}$ m. distant from the ruins; charge $\frac{1}{2}$ fr. On one of the highest terraces to the W. stands the original Romanesque *Chapel*. The *Church*, a later specimen of the same

style, not large, and plain, with a rose-window in the S. transept, stands on a level with the conventual buildings. The *Kitchen*, an oblong, larger than that of Glastonbury, was furnished with two chimneys, and lighted by two early pointed windows. The largest pile of building, probably of 17th cent., may have been the refectory: *see* beneath it a well-lighted crypt forming enormous cellars. The monks of this Abbey belonged to the Benedictine Order, and carried on extensive and useful iron-works. They were famous locksmiths. To furnish motive power they dammed up the stream which traverses the enclosure and fills the fish-pond, forming a tank $\frac{1}{2}$ m. long, filling up the valley from side to side.

At *Virton*, a thriving town on the way to Arlon, is a good *Inn* (H. Cheval Blanc).

Environs remarkable.—Vieux Virton, Dampicourt, Mt. Quentin, and the ruined Castle Latour, deserve visits.

Neufchâteau is an uninteresting town (1800 Inhab.). *Inns* wretched.

ROUTE 32.

BRUSSELS TO PARIS, BY HAL, MONS, MAUBEUGE, HAUTMONT, ST. QUENTIN, —RAIL.

Brussels Stat. du Midi (see Rte. 23), direct line to Paris, dist. 193 m., time $6\frac{1}{2}$ hrs., 2 express trains daily.

On quitting the station the Boulevard is crossed, the Porte de Hal is seen on the l., and the river Senne is passed near Forêt. Good view of Brussels.

4 m. *Ruysbroeck* Stat., birthplace of Wm. de Rubruquis (de Ruysbroeck), a monk sent by St. Louis to the Khan of Tartary, who has left an account of his travels; also of the architect of the tower of Brussels town-hall.

The railway runs side by side with the Canal de Charleroi, whose bed is in some places higher than it. There are many cuttings on this line.

3 m. *Hal* Junct. Stat. (*Inn*: H. des Pays-Bas). A town of 7815 Inhab., on the Senne and the Canal de Charleroi. The *Church of Notre Dame* (formerly *St. Martin*) is a rich Gothic edifice (1341–1409), containing a chapel resorted to by pilgrims on account of a black miracle-working image of the Virgin, of wood, 2 ft. high, which had acquired enormous wealth from the offerings of pious devotees, including gold plate and other gifts from Charles V., Maximilian I., Pope Julius II., Henry VIII., &c., which the French made free to appropriate to their own uses, 1794. In a recess under the tower, railed off, are 33 cannon-balls, which, having been aimed at the church during the bombardment, were caught by the Virgin in her robe spread over the town to protect it! The *High Altar* has a re-dos carved by Mone, a native artist, 1533, unequalled in the Netherlands. It is of marble, in the best style of the Renaissance. Its base is the depository for the Host: on the next stage is St. Martin dividing his cloak: the 2 lower rows of bas-reliefs represent the 7 Sacraments, admirable as works of art; the whole is surmounted by the pelican. In the chapel E. end of its aisle is an effigy of a Dauphin of France, son of Louis XI., died 1460.

In the octagon *baptistery* is the gorgeous *font* of brass, covered by a spire studded with statuettes and groups in high-relief, of the Baptism of Christ, St. Martin, &c. It was cast at Tournai, 1446, by an artist named Lefebvre. The sacristy contains old votive plate —e. g. a silver monstrance given by Henry VIII. on the capture of Tournai, &c., and much curious furniture.

Rly. direct to Calais by Tournai. (Rte. 15.)

10 m. *Braine-le-Comte* Junct. Stat.—a town of 6400 Inhab., named after Thierry, Count of Flandres, who bought it from the monks of St. Waudru, at Mons, 1158. *See*, in the *Church of*

St. Gery, an altarpiece with rich carvings in Renaissance style (1577).

The district around furnishes some of the finest flax which is anywhere produced: it is employed in the manufacture of Brussels lace. A few miles to the N.W. is *Steenkerke*, where William III. was defeated by the French, in 1692, with a loss of 7000 men.

Rly. to Manage, Charleroi, and Namur, 38½ m. (Rte. 28.)

4 m. *Soignies* Stat. (*Inn*: H. Trois Rois). This town of 6800 Inhab. has perhaps the oldest *Ch.* in Belgium, *St. Vincent Maldegairre*, founded 965, and still retaining portions of 10th-cent. work. It is a basilica on the plan of a Latin cross. The nave has a lofty triforium. *Obs.* the tomb and shrine at the end of the choir, and a tabernacle of marble, in the style of the Renaissance, in a side chapel. There are tombstones of the 13th and 14th cents. in the cemetery. Soignies has given its name to the forest which reaches to Waterloo. The railway makes an abrupt bend W. to reach

8 m. *Jurbise* Junct. Stat. About 5 m. W. lies Belœil, château of the Prince de Ligne (Rte. 15). Here a railway branches off to Ath, Tournai, and Calais. (See Rte. 15.)

8 m. *MONS* Junct. Stat. (Flem. BERGEN). The fortifications are cut through to admit the passage of the railway.—(*Inns*: H. Garin; H. Royal.) Capital of the Belgian province of Hainaut (German, Hennegau; Flemish, Henne-gouw), and a fortified town of 26,900 Inhab., owing its origin to a camp established here by Julius Cæsar during his campaign against the Gauls. After the siege in 1680, the King of Spain, to whom the town belonged, rewarded the citizens for their courageous resistance, by conferring a peerage on every member of the corporation. The fortifications were razed by the Emperor Joseph II., but have been renewed and strengthened since 1818; and the facilities for laying the country round the town completely under water, by admitting the river Trouille, add greatly to its defensive capabilities: nevertheless their demolition has been decreed.

Mons derives great advantages from the numerous and productive *Coal-mines* by which it is surrounded; a great many steam-engines are employed to pump up the water and extract the coal, which is exported in large quantities to Paris. There are also in the neighbourhood extensive bleaching-grounds.

On the l. hand as you enter Mons from the railway, is the *Church of St. Waudru* (Waltrudis), a handsome Gothic edifice, begun in 1450, but not completed till 1580. The interior is well worth notice. It is 80 ft. high, and the ch. is remarkable for its great breadth. *Dates*: choir, with fine polygonal apse, 1502; transepts, 1519; naves, aisles, 1521–89. The tower is open to the ch. The elegant and lofty reeded piers without capitals send forth a network of ribs over the roof. The high altar is decorated with marble bas-reliefs from the New Testament, cut by an Italian artist, 1556, which were mutilated at the French Revolution. Here is also a Tabernacle. Some good stained glass of 16th cent. in the windows of choir and transepts.

On the highest ground in the city, not far from St. Waudru, is a tower or *beffroi* built in 1662 on the site of Cæsar's Castrum, as is reported. The castle to which it belongs is now a lunatic asylum. The *Gothic Town Hall* was begun in 1458; the tower is a later addition, and the whole ranks far below other municipal edifices of Belgium.

Mons was the native place of Orlando de Lasso, the celebrated musician of the 16th cent., and has erected a statue of him in bronze, 1852. A communication is opened between Mons and the Schelde by the *Canal de Condé*; a new branch, called Canal d'Antoing, has been cut to avoid the French territory altogether, and to enter the Schelde lower down, at a point where both banks of that river belong to Belgium.

[About 10 m. S. from Mons, within the French frontier, was fought the bloody battle of *Malplaquet*, 1710, where the Duke of Marlborough and Prince Eugene beat the French, though with a

loss of 20,000 men: a murderous conflict and a useless victory.]

Rly. N. to Ghent, N.W. to Lille and Calais, W. to Valenciennes, Douai, and Arras, N.E. to Louvain, and S. the line to Maubeuge proceeds by

Quévy Stat.—Belgian frontier.

Feignies Stat.—French frontier. (See *Handbook for France*.)

Maubeuge Junct. Stat. Here the express trains to Paris from Brussels and Cologne unite.

Hautmont Stat.

St. Quentin Stat.

PARIS, Terminus of the Chemin de Fer du Nord. (See *Handbook for Paris*.)

ROUTE 33.

BRUSSELS TO PARIS, BY OTTIGNIES, CHARLEROI, ERQUELINNES, ST. QUENTIN, AND CREIL.

215 m.—2 trains daily—the express in 8 hours—starting from the *Great Luxemburg Railway* terminus, Quartier Léopold.

For the line as far as

Ottignies Junct. Stat., see Rte. 29. The line proceeds S. to

7 m. Villers la Ville Stat., close to the extensive ruins of the Cistercian *Abbey of Villers*, founded by St. Bernard 1146, suppressed by the French 1796. The rly. is carried through the boundary wall and skirts the abbot's garden, leaving on rt.—

The *Church, begun 1225, dedicated 1272, 338 ft. long, and built with all the purity of the Early English Gothic; the tracery is imperfect (see *Fergusson*). Many of the conventual buildings, the Cloisters, Refectory, &c., remain, very interesting to the student,

and agreeable to the wayfarer to saunter among.

rt. 3 m. lies Genappe (Rte. 24).

3 m. Tilly Stat. This was the birth-place (1559) of John Tzerclas, Count de Tilly, general of the 30 years' war; opponent of Gustavus Adolphus.

3 m. Ligny Stat. Near this occurred the defeat of the Prussians, under Blücher, by Buonaparte, who drove them, after an obstinate resistance, from their position at the village, on the road to Sombrefe, 2 days before the battle of Waterloo, June 16, 1815. The Duke of Wellington visited Blücher a short while before the commencement of the action at the Windmill of Bry, and here concerted with him measures of future co-operation on the 18th. The Duke's practised eye perceived at once the faulty disposition of the Prussian army, he foretold their failure, and, fearing mischief, rode back to bring up supports. The battle was one of village-fighting and raged for 5 hrs. in and around St. Amand and in the narrow streets of Ligny, the key of Blücher's position. After the French had broken through the Prussian line, Blücher headed a charge of cavalry in person; but, his horse having been shot under him, he was thrown to the ground, and 2 French regiments of Cuirassiers rode over him. In spite of his defeat, however, he rallied his army within 1½ m. of the field of battle. The French did not dare to follow, or lost all trace of his direction, while he maintained his communications with the English, and made good his retreat to Wavre: no beaten army ever rallied quicker. Two other battles had been fought on nearly the same ground in 1623 and 1690.

3 m. Fleurus Junct. Stat. (Inn: H. Mouton Blanc) has been a constant battle-field. In 1622 the Spaniards under Gonzales de Cordova beat the forces of Count Mansfeld and the Duke of Brunswick; in 1690 the French under Marshal Luxemburg defeated the Prince of Waldeck; and it gives its name to another battle gained by the French (under Jourdan) over the Austrians in 1794.

Rly. N.E. to Gembloux Junct. Stat.

(Rte. 29), S.E. to Tamines Junct. Stat.
(Rte. 28).

5 m. *Lodelinsart* Junct. Stat. Coal-
mines and Glass Works.

Rly. (3 trains daily, 2 hrs.) by Chatelin-
eau, Châtelet, Florrennes, Romedenne,
Doische (Belg. Frontier) to Givet.

3 m. CHARLEROI JUNCT. STAT. Rte.
28.

3 m. *Marchiennes* (Zône) Stat. in vale
of Sambre.

4 m. *Landelies* Stat. Ruins of Alne
Abbey.

4 m. *Thuin* STAT. 4100 Inhab.

2 m. *Lobbes* Stat. Ruined Abbey.

7 m. *Erquelinnes* Junct. Stat. Belg.
Custom-house. *Rly.* N. to Bonne
Espérance (branch to Mons), Binche,
Baume (branch to Charleroi), Ecaus-
sines, and Braine-le-Comte.

1 m. *Jeumont* (frontier) Stat.

Maubeuge Stat.

Hautmont Stat.

Landrecies Stat.

St. Quentin Stat.

Creil Stat.

PARIS, *Stat. du Nord* (see *Hdbk. for*
Paris).

} See *Handbook*
for *France*.

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* * In order to facilitate reference to the Routes, most of them are inserted in the Index twice; thus the road from AMSTERDAM — to Cologne is also mentioned under the head COLOGNE — * to Amsterdam. Such reversed Routes are marked in the Index with an asterisk (*) to distinguish them.

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	Mr. L. BOVARD, Ponte alla Ballotta.
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CHARLES CARR & CO.,
14, BISHOPSGATE STREET WITHIN, LONDON, E.C.,
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WORKS of Art, BAGGAGE, and PROPERTY of EVERY DESCRIPTION,
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THE IMPERIAL AND ROYAL PRIVILEGED
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On the **DANUBE** from **PASSAU** to **GALATZ**.

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From PASSAU to LINTZ , daily 2 P.M.	From LINTZ to PASSAU , daily 8 A.M.
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" VIENNA to PEST , " 6½ A.M.	" PEST to VIENNA , " 6 P.M.

From **PEST** to **SEMLIN** and **BELGRADE** Monday, Tuesday, Thursday, and Friday.

From **PEST** to **GIURGEVO (BUKAREST)** and **GALATZ** Tuesday and Friday.

Moderate Fares—Excellent Restaurant on board.

DIRECT ACCELERATED SERVICE

Between **VIENNA** and **CONSTANTINOPLE** Twice a week.

(Via **RUSTCHUK** and **VARNA**.)

Departure from **VIENNA** by Boat every Sunday 6½ A.M., arriving at **CONSTANTINOPLE** Thursday afternoon.

Departure from **VIENNA** by Rail to **BASIASCH** every Thursday 3.15 P.M., thence by Boat every Friday at 9 A.M., arriving at **CONSTANTINOPLE** Sunday.

FARES.—Food included (Coffee, Luncheon, Dinner and Tea).

VIENNA TO CONSTANTINOPLE,

By Boat or by Rail to **BASIASCH** 121 Fls. 80 K., I. Cl.; and 85 Fls. 50 K., II. Cl.
 Return Tickets 195 Fls., I. Cl.; and 137 Fls., II. Cl.

For further information apply in

VIENNA : **WEISSGAERBER**, Hintere Zollamtstrasse, 1—4.

LONDON : Capt. **PIETRONI**, 22, Great Winchester Street, E.C.

LONDON, CHATHAM, & DOVER RAILWAY.

SHORTEST AND MOST DIRECT ROUTE

TO

SEVENOAKS**MAIDSTONE****CHATHAM****SITTINGBOURNE****SHEERNESS****FAVERSHAM****HERNE BAY****WESTGATE-ON-SEA.****MARGATE****BROADSTAIRS****RAMSGATE****CANTERBURY****DOVER.**

CHEAP FAST TRAINS.

Daily, during the Summer Months, from Victoria, Holborn Viaduct, and Ludgate Hill, to RAMSGATE, MARGATE, BROADSTAIRS, WESTGATE-ON-SEA, and HERNE BAY.

CIRCULAR TOURIST TICKETS.

On June the 1st, and during the Summer Months, CIRCULAR TOURIST TICKETS will be issued, enabling the holder to proceed once during Three Days from DOVER to CALAIS, CALAIS to BOULOGNE, BOULOGNE to FOLKESTONE, and FOLKESTONE to DOVER, or vice versa. These Tickets will be issued, and must be taken, at the London, Chatham, and Dover Railway Company's Harbour Station, or at Calais, as they cannot be procured on board the Steam Vessels. For full particulars see the published Time Books of the Company.

PIC-NIC OR PLEASURE PARTIES.

During the Summer Months, First, Second, and Third Class Return Tickets at Special Reduced Fares will be issued at all the principal Stations on the London, Chatham, and Dover Railway, to parties of not less than ten First Class, fifteen Second Class, or twenty Third Class Passengers, desirous of making Pleasure Excursions to SEVENOAKS, MAIDSTONE, ROCHESTER AND STROOD, SITTINGBOURNE, FAVERSHAM, HERNE BAY, MARGATE, BROADSTAIRS, RAMSGATE, CANTERBURY, DOVER, and other places of attraction upon this Line of Railway.

CRYSTAL PALACE.

THE HIGH LEVEL ROUTE IS THE BEST TO THE CRYSTAL PALACE.

Trains run frequently throughout the day from Victoria, Moorgate Street, Holborn Viaduct, Snow Hill, Ludgate Hill, Aldersgate Street, and other Stations, to the Crystal Palace (High Level) Station.

Also from Blackheath Hill, Lewisham Road, and Brookley Lane, to Nunhead, in connection with Trains to the Crystal Palace.

On busy days EXTRA TRAINS run to the Crystal Palace from all Stations as the Traffic may require.

LONDON, CHATHAM, AND DOVER RAILWAY. LONDON AND PARIS,

VIA DOVER AND CALAIS.

THREE SPECIAL EXPRESS SERVICES DAILY.

Shortest Sea Passage, 90 Minutes.

TERMINI:

VICTORIA (WEST END), HOLBORN AND LUDGATE (CITY).

EXPRESS DAILY DIRECT FIXED SERVICE.

MAIL STRAMERS AND SPECIAL EXPRESS TRAINS.

	1 & 2 Ex.	1 Ex.		1 & 2 Ex.	1 Ex.
Holborn dep.	7 35 a.m.	8 30 p.m.	Paris dep.	7 35 a.m.	7 45 p.m.
Ludgate (City Station) " "	7 38 " "	8 33 " "	CALAIS arr.	1 10 p.m.	1 20 a.m.
Victoria (W. End Stn.) " "	7 40 " "	8 35 " "	" dep.	1 20 " "	1 30 " "
Dover arr.	9 25 " "	10 30 " "	Dover arr. about	8 0 " "	8 40 " "
" dep.	9 55 " "	10 40 " "	" dep.	3 45 " "	4 15 " "
CALAIS arr. about	11 15 " "	12 20 a.m.	Victoria (W. End Stn.) arr.	6 45 " "	6 15 " "
" dep.	12 35 p.m.	1 50 " "	Ludgate (City Station) " "	6 45 " "	6 15 " "
Paris arr.	6 6 " "	7 20 " "	Holborn " "	6 48 " "	6 18 " "

The Sea Passage between Dover and Calais is the Shortest between England and the Continent.

RETURN TICKETS between LONDON and PARIS (available for One Month).—First Class, £4 15s. Second Class, £3 15s.

Baggage can be registered from London to Paris Daily during the Month, and vice versa.

REDUCED FARE SERVICE.

SECOND AND THIRD CLASS THROUGHOUT.

LONDON TO PARIS.		PARIS TO LONDON.	
Holborn Viaduct dep.	6 20 p.m.	Paris dep.	4 0 p.m.
Ludgate Hill " "	6 22 " "	CALAIS arr.	12 15 a.m.
Victoria " "	6 25 " "	" dep.	1 30 " "
Dover arr.	9 40 " "	Dover arr. about	8 20 " "
" dep.	10 40 " "	" dep.	7 45 " "
CALAIS arr. about	12 30 a.m.	London { Victoria arr.	10 35 " "
" dep.	7 15 " "	{ Ludgate Hill " "	10 32 " "
Paris arr.	4 30 p.m.	{ Holborn Viaduct " "	10 35 " "

* Passengers from Paris by this Train on Saturdays will be conveyed from Dover to London on Sunday Mornings by the Train leaving Dover at 4 15 a.m., and reaching London at 6 15 a.m.

FARES..... (SINGLE (available 3 days) Second Class 31s. 6d., Third Class 21s. 6d.
 { RETURN (available 14 days) 47s. 6d., 31s. 6d.

These Tickets are only available to go and return by the Reduced Fare Service.

Mail and Express Services to Belgium, Germany, and the Rhine.

VIA DOVER AND CALAIS.

FROM LONDON.		Day Service.	Night Service.	TO LONDON.		Night Service.	Day Service.
London {	Holborn	dep.	7 35 a.m.	8 30 p.m.	Cologne	dep.	10 30 p.m. 11 40 a.m.
	Ludgate	"	7 38 " "	8 33 " "	AIX-LA-CHAPELLE	"	12 10 a.m. 1 20 p.m.
	Victoria	"	7 40 " "	8 35 " "	BRUSSELS	"	4 50 " 5 29 " "
DOVER	arr.	9 25 " "	10 30 " "	"	dep.	7 42 " 8 27 " "	
"	dep.	9 35 " "	10 40 " "	LILLE	"	10 18 " 10 55 " "	
CALAIS	"	12 15 p.m.	1 55 a.m.	CALAIS	"	1 20 p.m. 1 20 a.m.	
LILLE	"	2 25 " "	4 10 " "	DOVER	arr. about	3 0 " 3 40 " "	
BRUSSELS	arr.	5 15 " "	6 50 " "	"	dep.	3 45 " 4 15 " "	
"	dep.	5 48 " "	9 35 " "	London {	Victoria	arr.	5 45 " 6 15 " "
AIX-LA-CHAPELLE	"	10 20 " "	1 10 " "	"	Ludgate	"	5 45 " 6 15 " "
Cologne	arr.	11 40 " "	4 0 p.m.	"	Holborn	"	5 48 " 6 18 " "

† 1st and 2nd Class by the 7.38 a.m. Train, but Passengers are booked through 2nd Class on the understanding that they pay the difference of fare if they wish to proceed by Trains that are 1st Class only on the Continent. 1st Class only by the 8.30 p.m. Train.

Through Tickets are issued (including Steward's Fees) *via* Calais, to all the principal Continental Towns.

NOTE.—Passengers are particularly requested to observe that all Registered Baggage from the Continent for Victoria Station, is examined at Victoria, if for Ludgate Hill or Holborn Viaduct at Dover in the Custom House at the Dover Station.

Offices where THROUGH TICKETS and Information can be obtained :—

Chief West End Office—VICTORIA STATION.

City Terminus—HOLBORN VIADUCT.

City Office—LUDGATE HILL STATION.

T. COOK & SON'S Tourist Office, Ludgate Circus.

H. GAZE & SON'S Tourists' Agents, 142, Strand.

Brussels—Mr. SUFFELL, 81, Montagne de la Cour.

Cologne—Mr. J. J. NIESSEN, 12, Domhof.

Paris—Northern of France Railway, and the London,

Chatham, and Dover Railway Company's Office,

at 30, Boulevard des Italiens.

Calais—Mr. THOMSETT, Vice-Consul.

THE CONTINENTAL TIME BOOK of the London, Chatham, and Dover Railway contains full information as to the above Routes, Fares, &c., and can be obtained on application to the GENERAL MANAGER'S OFFICE, Victoria Station; at GAZE'S Tourist Office, 142, Strand; or at COOK AND SON'S, Ludgate Circus.

R. RUBATTINO & CO.'S ITALIAN MAIL STEAMERS.

Regular Monthly Departures for the INDIAN LINE

(Via SUEZ CANAL.)

From Genoa to Bombay on the 21th and from Naples on the 27th	From Bombay to Genoa on the 1st and from Aden on the 8th;
of each Month.	

MEDITERRANEAN LINES.

GENOA & NAPLES to ALEXANDRIA (Egypt).

Genoa to Alexandria every 5, 15, 25 at 7 P.M. (Calling at Leghorn, Naples, & Messina.)	From Naples to Alexandria 8, 18, 28 at 2 P.M. Arrival at Alexandria 3, 13, 23.
Alexandria to Genoa every 7, 17, 27 at 2 P.M. (Calling at Messina, Naples, & Leghorn.)	From Naples to Genoa every 2, 12, 22 at 2 P.M. Arrival at Genoa 4, 14, 24.

GENOA to TUNIS.

From Genoa every Thursday .. at 9 P.M.	From Tunis every Wednesday .. at noon.
" Leghorn every Friday .. at 11 "	" Cagliari every Thursday .. at 6 P.M.
" Cagliari every Sunday .. at 8 "	" Leghorn every Saturday .. at 11 "
Arrival at Tunis every Monday .. at noon.	Arrival at Genoa every Sunday .. at 6 A.M.

GENOA to CAGLIARI.

From Genoa every Monday & Thurs. at 6 P.M.	From Cagliari every Mon. & Thurs. at 6 P.M.
" Leghorn every Tues. & Friday at 11 "	" Leghorn every Wed. & Sat. .. at 11 "
Arr. at Cagliari every Thurs. & Sun. morn.	Arr. at Genoa every Thurs. & Sun. .. at 6 A.M.

NAPLES to CAGLIARI.

From Naples every Saturday .. at 2 P.M.	From Cagliari every Thursday .. at 2 P.M.
Arr. at Cagliari every Sunday .. at 1 "	Arr. at Naples every Friday .. evening.

PALERMO to CAGLIARI.

From Palermo every alternate Saturday from 9th January.	From Cagliari every alternate Thursday from 7th January
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GENOA to PORTOTORRES.

From Genoa every Wednesday .. at 9 P.M.	From Portotorres every Sunday .. at noon.
" Leghorn every Thursday .. at 3 "	" Leghorn every Monday .. at 11 A.M.
Arr. at Portotorres every Friday .. at noon.	Arr. at Genoa every Tuesday .. morning.

GENOA, BASTIA, MADALENA & PORTOTORRES

From Genoa to Leghorn every Sat. at 9 P.M.	From Portot. to Madal. every Wed. at 8 A.M.
Leghorn to Bastia every Sun. at 8 A.M.	" Madalina to Bastia every Wed. at 5 P.M.
" Bastia to Madalena every Sun. at 6 P.M.	" Bastia to Leghorn every Thurs. at 6 A.M.
" Madalena to Portot. every Mon. at 6 A.M.	" Leghorn to Genoa every Thurs. at 11 P.M.
Arr. at Portotorres every Mon. .. at 6 P.M.	Arr. at Genoa every Friday .. morning

CIVITA VECCHIA to MADALENA & PORTOTORRES.

From Civitav. to Madal. every Wed. at 3 P.M.	From Portot. to Madal. every Friday at 10 A.M.
" Madal. to Portot. every Thurs. at 7 A.M.	" Madal. to Civitav. every Fri. at 8 P.M.
Arr. at Portotorres every Thursday at 3 P.M.	Arr. at Civitavecchia every Sat. .. at 11 A.M.

LEGHORN to the ISLAND OF ELBE.

From Legh. to Portot. every { Sun. at 10 A.M. Wed. at 8 "	From Portot. to Legh. every { Mon. at 8 A.M. Fri. .. at 8 A.M.
Arr. at Portot. every Sun. & Wed. at 4 P.M.	Arr. at Leghorn every Mon. & Fri. evening.

PIOMBINO to PORTOFERRAIO.

From Piombino every day .. at 3 P.M.	From Portoferraio every day .. at 8 A.M.
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For Freight, Passage, and Particulars, apply at Bombay, to CH. GRONDONA (Managing Agent in India); at Alexandria, to BARKER & CO.; at Marseilles, to LAFORET, SIEVEKING & CO.; at London, to A. LAMING & CO., 8, Leadenhall Street, and in other ports to the Company's Agencies.

R. RUBATTINO & CO. (GENOA).

SOUTH EASTERN RAILWAY.

(London, Folkestone, and Dover.)

ROYAL MAIL AND SHORT SEA ROUTES.

FOLKESTONE AND BOULOGNE.

DOVER & CALAIS, DOVER & OSTEND.

SIX CONTINENTAL SERVICES DAILY.

TERMINI IN LONDON:

Charing Cross
(West End).

AND

Cannon Street
(City).

LONDON AND PARIS IN 9½ HOURS,

By Special Express, Daily

(Tidal Trains via Folkestone and Boulogne);

AND BY THE

MAIL TRAINS AND PACKETS,

Via Calais and Dover,

IN 10½ HOURS.

SEA PASSAGES 90 MINUTES.

Brussels, Cologne, Berlin, St. Petersburg, Vienna, Munich, Naples, Turin, Venice, Rome, Brindisi, Marseilles, and most of the chief Continental Cities and Towns, with equally quick travelling.

THROUGH TICKETS ISSUED, AND BAGGAGE REGISTERED.

The Trains at Boulogne, as well as at Dover, run to and from alongside the Steamers.

LONDON AND PARIS,

Via FOLKESTONE AND BOULOGNE.

Through Rates for Ordinary Parcels & Merchandise,

By Passenger (*Grande Vitesse*) Trains, under the direct sanction and control of the South Eastern and Northern of France Railway Companies. The Rates include all Charges for Shipping, Landing, &c. (Customs Duties excepted), at the respective Ports, and delivery at either end (within the usual limits).

Parcels forwarded by this service from **London** in the **Afternoon** are delivered the following day in **Paris**, where the Customs Examination takes place, thus avoiding any detention at Boulogne.

Parcels are also forwarded by this route to all the **Principal Towns** on the **Continent**, and from all the **Principal Towns** in the **North of England and Scotland**, and *vice versa*.

Rates for Insurance of Value Parcels, such as Plate, Jewellery, Deeds, &c., &c., against Sea and all other risks.

Books of these Tariffs complete, on application.

The **SOUTH EASTERN RAILWAY** (by Special Appointment to the General Post Office) convey the **MAILS FOR THE CONTINENT, INDIA, CHINA, and the COLONIES**, via the **MONT CENIS and BRINDISI**. Through Tickets are issued to Passengers for the principal Cities and Towns in

**BELGIUM,
PRUSSIA
AUSTRIA**

**GERMANY
RUSSIA
ITALY, &c.**

AGENCY, PARIS... 4, Boulevard des Italiens.

„ **BRUSSELS** 74, Montagne de la Cour.

„ **COLOGNE** 1, Friederich Wilhelm Strasse, and 4, Dom Plats.

„ **BOULOGNE** Mr. Thomas Barnard, Quai des Paquebots.

„ **CALAIS** .. Mr. A. Darquer, Chemin de Fer du Nord.

„ **OSTEND**.. Mr. L. Uytbroek, 101, Rue St. Georges.

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BY THE FAST AND POWERFUL PADDLE STEAMER,

'**BARON OSE,**' 1150 Tons burthen, built in 1875, J. Verbiest, Commander;

AND THE FAST AND POWERFUL STEAMER

'**HAWK,**' 1000 Tons burthen, built in 1876, J. Minchell, Commander,
OR OTHER SUITABLE STEAMER.

These Steamers, which are elegantly fitted up with spacious Saloons and Private Cabins, leave London, from IRONGATE and ST. KATHERINE'S WHARF, Tower, every Sunday and Wednesday at noon, returning from Antwerp every Wednesday and Saturday at noon, from 1st October to 1st April, and 1 o'clock from 1st April to 1st October. Passengers walk on board.

Travellers going by these Steamers may proceed by the Railroad *via* Antwerp and Cologne to Hamburg, Berlin, Leipzig, Dresden, &c.

FARES (including Steward's Fee)—Chief Cabin, 24s.; ditto Return, available one Month, 37s.; Fore Cabin, 16s.; ditto Return, 24s. 6d. Children under 10 years Half-price. Four-wheel Carriages, £4 4s.; two-wheel Carriages, £3. Horses, £3 3s.

Apply to the Agents:

London.—Messrs. ARNATT & HARRISON, 11 & 12, Great Tower Street, E.C.; and 108, New Bond Street, W.

Antwerp.—Messrs. HUYSMAN & BULOKE, 29, Brewer's Canal.

Brussels.—M. LELOTTE-TOWN, 88, Montagne de la Cour.

Arrangements have now been made whereby the RETURN TICKETS issued by this Company are, without extra payment, available by the Steamers belonging to the General Steam Navigation Company. The advantage of five regular Departures per Week each way between London and Antwerp is thus secured to the Public. The RETURN TICKETS issued by the General Steam Navigation Company are available by this Company's Steamers.

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ABERYSTWITH, BORTH, TOWYN,
ABERDOVEY, BARMOUTH,
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THE ESTUARY OF THE MAWDDACH,
CADER IDRIS, SNOWDON,
AND
FESTINIOG SLATE QUARRIES.

TOURIST TICKETS issued from all parts of England. Full information may be had from the different Companies' Programmes; or, from the undersigned,

HENRY CATTLE,

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LONDON STATION, WATERLOO BRIDGE.

The Cheap and Picturesque Route to Paris, Havre, Rouen, Honfleur, Trouville, and Caen, *via* Southampton and Havre, every Monday, Wednesday, and Friday. The last Train from London at 9 p.m. goes into Southampton Docks alongside the Steamer.

Fares throughout (London to Paris), Single Journey, First Class, 33s.; Second Class, 24s. Double Journey (available for One Month), First Class, 55s.; Second Class, 39s.

Jersey, Guernsey, Granville, and St. Malo. Daily Mail Service to Channel Isles, *via* Southampton (the favourite route), every Week-day after 1st May. The last Train from London goes into Southampton Docks, alongside the Steamer, leaving Waterloo at 9 p.m. (except on Saturdays, on which day the last Train leaves at 5.20 p.m., and the Steamer goes to Jersey only).

Fares throughout (London and Jersey or Guernsey), Single Journey, First Class, 33s.; Second Class, 23s. Double Journey (available for One Month), First Class, 48s.; Second Class, 38s.

Direct Service, Southampton to St. Malo, every Monday, Wednesday, and Friday, according to Tide.

Steamers run between Jersey and St. Malo, and Jersey and Granville, twice Weekly each way.

For further information apply to Mr. BENNETT, 3, Place Vendôme, Paris; Mr. LANGSTAFF, 67, Grand Quai, Havre; Mr. ENAULT, Honfleur; Mr. R. SPURRIER, Jersey; Mr. SPENCER, Guernsey; Mr. E. D. LE COUTEUR, St. Malo; Messrs. MAHIEU, Cherbourg; or to Mr. E. K. CORKE, Steam Packet Superintendent, Southampton.



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POLISHED GRANITE MONUMENTS,

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Best Quality Granite and Marble Work of all kinds.

Iron Railings and Tomb Furnishings fitted complete.

Plans, Prices, and Carriage-free Terms to all parts of the World, from

LEGGE, SCULPTOR.



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THE GENERAL HOUSE AGENCY,

RUE DU HAMMA, No. 5.

M. DUFFAUT furnishes every information as to Villas and Apartments to be Let, and Algerian Produce. A 3d. Stamp to be inclosed for Answer.

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SWITZERLAND.

3160 Feet above the Level of the Sea, Five Hours from Coire.

THE MOST POWERFUL AND INVIGORATING SULPHUR SPRING
IN SWITZERLAND.

Half-way House, and usual Stopping Place for Travellers from CHUR
to ENGADIN-DAVOS.

POST AND TELEGRAPH STATION.

AIX-LES-BAINS AND MARLIOZ.

SULPHUREOUS WATERS AND BATHS.

SAVOY—FRANCE.

THE situation of Aix has made it a favourite resort of travellers.*

Various circumstances have combined to render this part of France celebrated as a resort for medicinal bathing.

Firstly.—The excellent properties of the Hot Sulphureous Waters of Aix, and Cold Sulphureous Springs of Marlioz.

Secondly.—The numerous cures which are yearly effected—the skill of the bathing attendants (Doucheurs and Shampooers),—so well known from time immemorial.

Thirdly.—The numerous scientific publications and well-known efficient medical staff.

Fourthly.—The opening of the Alps by the tunnel of the Mont Cénis which has made Aix a stopping-place for travellers on their way to or from Italy.

From 15,000 to 18,000 persons resided at Aix in 1875; five or six thousand being English, besides many Americans, the most part remaining about a month to seek relief from long suffering. On the other hand, Tourists and Artists came to admire the majestic beauty of the Alps, the scenery being in many respects superior to Switzerland.

Diseases cured by the Baths and Mineral Waters of Aix and Marlioz.

Diseases of the joints—Rheumatism, Neuralgia, Gout, Ricketts; Scrofula, Strumons Constitution and affections of the Skin; Syphilitic diseases, Throat diseases, Diseases of Women, Consumption, and all Nervous disorders, as well as diseases of the Blood.

Hotels, Boarding and Lodging Houses.

Travellers at Aix will find every possible accommodation.

Prices ranging from Six or Seven to Twelve Shillings a day. Many of the Hotels are quite equal to the best establishments of either Paris or London. To most of them large Gardens are attached. French, English and Italian spoken. Villas and Furnished Apartments may be taken by Families for the Season.

The Casino is one of the finest in Europe, with an admirable Orchestra.

The Museum and Roman Antiquities are most remarkable.

* Aix-les-Bains, situated near the frontiers of Italy and Switzerland, is distant 2½ hours from Geneva, 6 from Turin, 5 from Lyons, 12 from Paris, and 21 from London. The station is in the very centre of the town, for the greater convenience of visitors. Trains run direct from Paris without changing.

AIX-LES-BAINS AND MARLIOZ—continued.

Roman baths, Roman sun-dial, Arch of Campanus. Temple of Diana, similar to that of Marcellus at Rome. Several tumuli in the country, with inscriptions recording the splendours of Aix. (*Aquæ Gratiæ* under Roman Empire.)

Environs of Aix.

Marlioz, which may be reached in ten minutes, is a favourite walk.

The Alkaline Springs of St. Simon; the Hill of Tresserves, on which some English gentlemen have built princely residences; the Cascade and Tower of Grésy; excursions on the lake, either in pleasure boats or steamers; the Castles of Bordeaux, Chatillon, Bourget, &c.; the Abbey of Hautecombe; the Valley of the Rhone; the Towns of Annécý, Chambéry, and Geneva: not to mention the Grande Chartreuse; the Semnoz (Righi of Savoy); the Revard, the ascent of which is now an easy matter, thanks to the Alpine Club; also the ascent of the Mont du Chat and Nivolet, Chamounix the king of mountains, may be reached in a few hours by Annécý, Bonneville, St. Gervais, or by way of Geneva.

The establishments of Aix and Marlioz are open all the year round, but the six months from April 15th to October 15th are the best adapted for medical treatment.

The situation is 820 feet above sea-level, and consequently its atmosphere is especially grateful to those who suffer from weakness of the chest or affections of the respiratory organs.

There are establishments both at Aix and Marlioz for the Whey cure—usually termed the "Cure de petit lait."

There is an English Church at Aix, in which Divine Service is celebrated during the summer months.

AIX-LES-BAINS.

GRAND HÔTEL DE L'EUROPE.

Proprietor, J. BERNASCON.

FIRST-CLASS House, admirably situated near the Casino, the Baths, and the English Church. This Hotel is strongly recommended to Travellers for the comfort of its arrangements. Good Gardens, with a beautiful view of the Lake and Mountains. Large and small Apartments for Families at moderate prices, and a Chalet in the Garden for Families who may prefer being out of the Hotel. Excellent Table-d'Hôte.

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COLOGNE, January, 1869.

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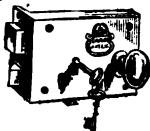
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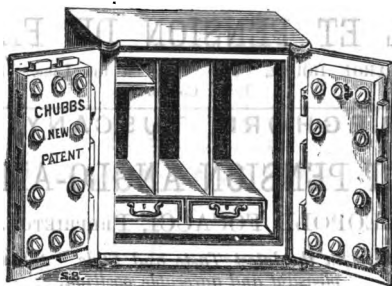
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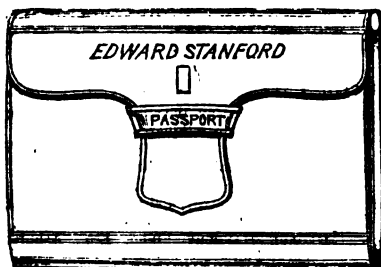
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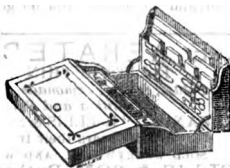
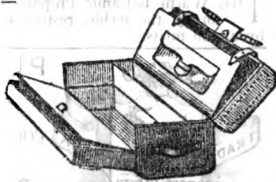
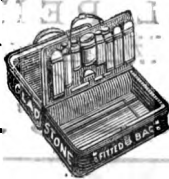
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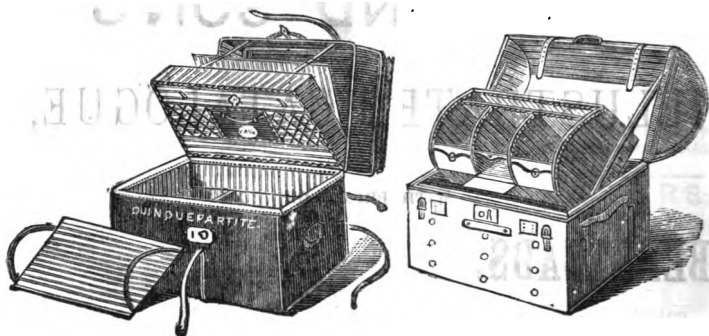
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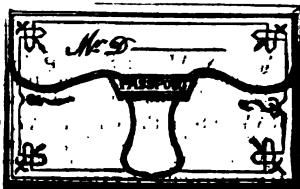
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SPLENDID View of the Snow Mountains. Every Comfort. Baths and Douches. English Dining Service in the Hotel.

WILLIAM GURTNER, PROPRIETOR.

3 MONTAN-M

HOTEL DE LA GRANDE BRETAGNE.

THIS Hotel has been added new Dining, Reading, Drawing, and Smoking rooms, and the whole house entirely refurnished by the new proprietor, J. LEGNANI. Large and small Apartments for Families or Single Gentlemen. Hot and cold Baths. The house is situated in the centre of the town, near the Cathedral, Theatres, and all other places of interest. Good Table d'Hôte. English Times taken in. Several languages spoken. The house is only two storeys high. Five minutes' walk from the English Church. Brougham and Omnibus of the Hotel at the Station to meet all Trains.

MILAN.**GRAND HOTEL DE MILAN.**

200 Rooms and Saloons, with every comfort and requirements of the present day.

Pension in the Winter Months.

J. SPATZ-WURMS.

MOSCOW.**HÔTEL DUSAUX.**

THIS Large and Comfortable Hotel, well known a long time to English and American Travellers, is situated in the centre of Moscow, next to the Theatres and the Kremlin.

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MOSCOW.**HOTEL STADT BERLIN.**

THE largest and most comfortable Hotel, situate in the centre of Moscow near the great Theatre and the Kremlin, with all modern improvements. Hot and Cold Baths. First-class Attendance. Charges moderate.

All European Languages Spoken.

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BAVARIAN HOTEL. HÔTEL DE BAVIÈRE.
OTTO PLOECKER, Proprietor.

EXCELLENT First-class Hotel. Finest and healthiest situation on the Promenade Place, near the Royal Theatres and Galleries. Every modern Comfort. Baths and Carriages in the Hotel. Best Cooking and Wines. Moderate Charges. Personal management by the Proprietor.

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(Rothes Ross).

PROPRIETOR: M. P. GALIMBERTI. MANAGER: M. BAUER.

THE excellent old-established Hotel, situated in one of the best quarters of the town, is well adapted for Tourists and Families making a visit to Nuremberg of some duration, and who will find every conceivable comfort and convenience. Table d'Hôte at 1 P.M., and Private Dinners at all hours. The Establishment will be found well worthy of the renown and patronage it has enjoyed from English travellers of the highest rank during many years.

NICE.

HÔTEL DE LA GRANDE BRETAGNE.

JARDIN PUBLIC.

(Limited Company.)

FULL SOUTH.

J. LAVIT, Manager.

FIRST-CLASS and WELL-KNOWN HOTEL.

Central Position, splendid View of the Sea, and Public Garden.

Charges very Moderate, and affixed in each Room.

TABLE D'HÔTE. (One of the Best at Nice.)

Omnibus of the Hotel at the arrival of all Trains.

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HOTEL DES DEUX MONDES

ET D'ANGLETERRE,

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M. LEQUEU, PROPRIETOR.

BETWEEN THE TUILERIES AND THE BOULEVARDS.

NO NOISE. ASPHALTED STREET.

First-class Hotel, surrounded by Gardens, Every Comfort.

Patronized by English Families.

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READING, SMOKING, AND BILLIARD ROOMS.

Hot, Cold, and Shower Baths.

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MME. HAVET'S SUPERIOR SCHOOL, 6 and 8, rue de Longchamps (Champs-Élysées). English young Ladies have constant opportunities of speaking French, the pupils being mostly Parisians. French by M. HAVET.—Prospectus in London at SIMPKIN, MARSHALL & Co.'s, 4, Stationers' Hall Court.

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ESPLANADE, PENZANCE, CORNWALL,**

Has been erected and fitted up expressly as a SEASIDE FAMILY HOTEL and Superior LODGING-HOUSE.

NO expense or labour has been spared by the Proprietor. The house is furnished in the most modern style, is well supplied with *Hot and Cold Baths*, and replete with every accommodation suitable for Tourists to West Cornwall. All the Drawing Rooms command an *uninterrupted and unsurpassed view* of St. Michael's Mount, and the whole of the magnificent Bay. Invalids will find in Mount's Bay House the comforts of a home, while the beauty and salubrity of the situation, and its nearness to the charming walks on the sea-shore, render it a healthy and delightful residence. Suites of apartments for families of distinction. Choice Wines and Ales. Post Horses and Carriages. Yachts and Pleasure Boats at the shortest notice. Charges moderate.

E. LAVIN, Proprietor.

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THE BEST HOTEL IN PISA (see Murray's Handbook of Central Italy), opposite the New Bridge "Pont Solferino," leading direct to the Leaning Tower. Patronised by Henry Wadsworth Longfellow, whose recommendation is written in the Visitors' Book of the Hotel.

Fifty years established, and known for its great comfort. Splendid Terrace, with view of the Surrounding Country and Cathedral. Full South on the Arno, with a nice Garden. Next to the English Church.

Special Terms, at Moderate Prices, for the Winter Season.

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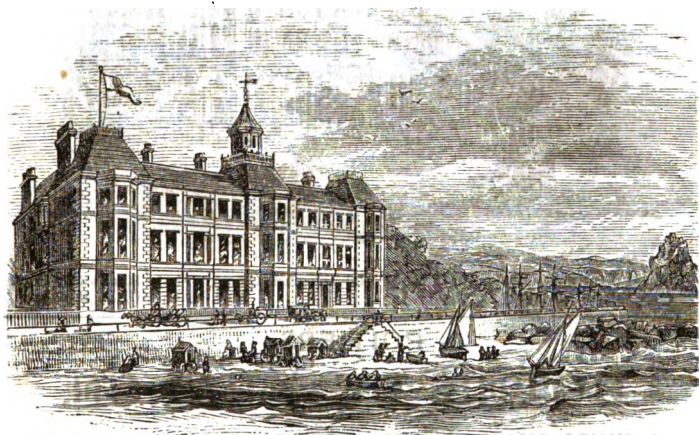
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(On the Esplanade.)

Patronised by Her Majesty the Queen of Holland.



THIS magnificent Hotel has recently been greatly enlarged, entirely re-arranged, and handsomely furnished, having a frontage of over 170 feet, all the rooms of which overlook the Sea. It is the only Hotel that commands a full and uninterrupted view of Mount's Bay. Apartments *en suite*. Penzance stands unrivalled for the variety and quiet beauty of its scenery, whilst the mildness of its climate is admirably adapted to invalids. *Ladies' Coffee Room. Billiard Room. Hot and Cold Baths.*

Table d'Hôte at 7 o'clock.

An Omnibus meets every Train. Posting in all its Branches. Yachts, &c.

HENRY BLACKWELL, Proprietor.

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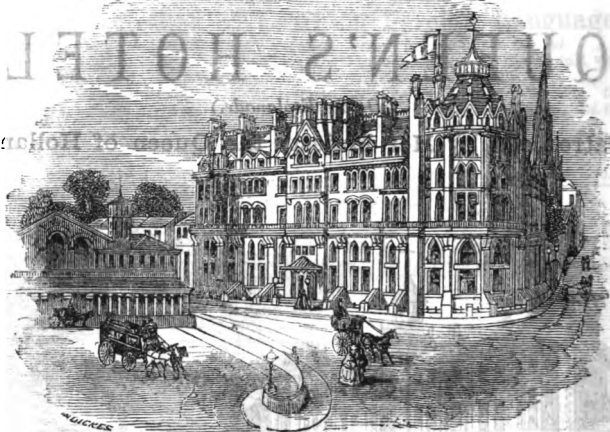
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A WELL-KNOWN AND HIGHLY RECOMMENDED
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SPECIALITY OF PATÉES AND TRUFFLED FOWLS.

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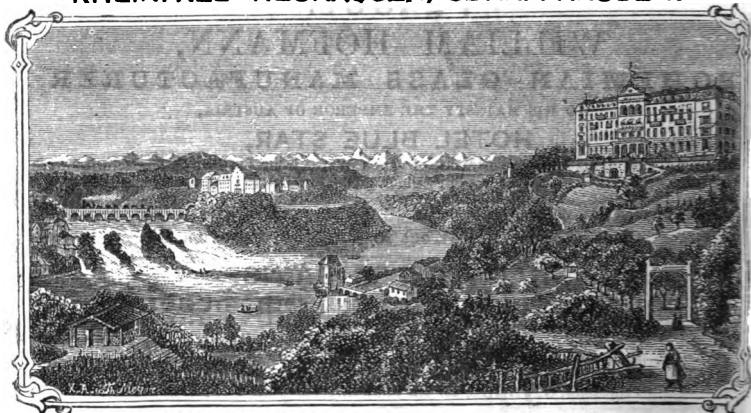
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THE HOTEL SCHWEIZERHOF, known to English visitors as one of the best Hotels in Switzerland, has been greatly enlarged, and is now a splendid first-rate establishment.

The SCHWEIZERHOF is situated opposite the celebrated Falls of the Rhine, and surrounded by a fine park and garden. The position is unsurpassed, the eye ranging a distance of above 180 miles—a panoramic view including the whole range of the Swiss Alps and the Mont Blanc. Healthy climate. Church Service. Preserved Trout Fishing. Prices moderate. Pension. Hotel Omnibuses at Neuhausen and Schaffhausen.

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THE best situated in the Town, in the midst of all the Public Buildings.

Fine Apartments and spacious Saloons and Bedrooms, newly furnished. Smoking Room. Large Garden. Spacious Courtyard. Dinners 3 fr. 50 c. *Dejeûners à la Carte*. English, German, and Spanish spoken.

MR. SOULÉ, Proprietor.

ROUEN.

GRAND HOTEL D'ANGLETERRE, on the Quay, Mr.

LEON SOUCHARD, Proprietor, Successor of Mr. DELAFOSSE. — This Hotel is distinguished for the salubrity of its situation, &c.; and the new Proprietor has entirely re-fitted it, and added a very comfortable Smoking-Room. It is situated on the Quay facing the Bridges, and commands the finest view of the Seine, and the magnificent Scenery encircling Rouen, that it is possible to imagine. Travellers will find at this first-rate Establishment every comfort—airy Rooms, good Beds, Refraiment and Wines of the best quality at moderate Prices. An excellent Table d'Hôte at Six o'clock, price 3 fr. 50 c. *Restaurant à la carte*.

Mr. Souchard speaks English, and has English Servants.

An excellent Descriptive Guide of Rouen can be had of Mr. SOUCHARD.

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VICTORIA HOTEL.—This Hotel, opened in May, 1869, and built expressly for an English Hotel, is situated in the centre of the Town (West End), on the most fashionable Promenade of Rotterdam, just opposite the landing-place of all the Steamers to and from England. The Rooms, spacious and airy, are Elegantly Furnished, and English Travellers will find here every desirable comfort, combined with the most civil Attendance and Moderate Charges. Table d'Hôte. Choice Wines. English Newspapers. English, French, and German spoken. Mr. T. TYSSEN will spare no pains to deserve the Patronage of English Travellers.

ROYAT-LES-BAINS.

GRAND HOTEL.

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FIRST-CLASS HOUSE. ENGLISH SPOKEN.

S P A.

HÔTEL DE BELLE VUE, PLACE ROYALE.

BODSON KIRBY, PROPRIETOR.

THIS well-known and Comfortable Hotel is beautifully situated, and is honoured by the Patronage of the Royal Family of Belgium, H.R.H. the Princess Marguerite of Italy, Mgr. the Duke of Montpensier, H.M. the King of Saxony, &c. &c. Excellent Cuisine, and Wines of the best Quality. Every attention paid to the Comfort of Visitors.

CHARGES STRICTLY MODERATE.

N.B.—The Hotel Omnibus attends all Trains.

S P A.

GRAND HÔTEL DE L'EUROPE.

PROPRIETOR, HENRARD RICHARD.

FIRST-CLASS HOTEL. Splendid Situation. Fine Apartments. Drawing and Reading Room. Every comfort.

Omnibus of the Hotel at the Arrival of every Train.

S P A.

HOTEL D'YORK.—This Hotel is one of the oldest in Spa, particularly frequented by English Travellers, and the best in the locality. It is exceedingly well situated in the healthiest and pleasantest part of the town, close to the Casino, the Promenades, and the Boulevard des Anglais. The apartments are comfortable, airy, and command the finest and most varied views of the mountains. The Omnibus of the Hotel runs regularly to and from the Railway Station, awaiting every Train. English, French, and American papers. Table d'Hôte at 5 o'clock.—LARDNER, Proprietor.

STRASBURG.

HOTEL DE PARIS.

FIRST-CLASS HOTEL, magnificently situated near the Cathedral, in the most beautiful part of the Town. Large and Small Apartments, and Single Rooms for Gentlemen. Reading-room and Smoking-room. Table d'Hôte and Restaurant. Every Modern Comfort, combined with Moderate Charges.

L. OSTERMANN, Manager.

ST. PETERSBURG.

HÔTEL D'ANGLETERRE,

ST. ISAAC'S SQUARE.

(Gostinitza Angleterre, Issakofski Sabor.)

H. SCHMITZ, Proprietor.



THIS new and well-conducted Hotel, situated in the centre of the City, facing the St. Isaac's Church, near the Post-office, the Royal Palaces and Public Buildings, affords large suites of well-furnished Apartments for Families, and comfortable and airy Bedrooms for Single Gentlemen. A large Dining-room where Dinners are served from Three till Seven o'Clock, from one rouble and above. A well-furnished Reading-room. The 'Times' and other English, French, and German Newspapers.

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AND NEAR THE WINTER PALACE,
THE MINISTRY OF FINANCE,
THE FOREIGN OFFICE, THE WAR OFFICE,
AND THE ADMIRALTY.

Visitors will find every modern luxury and comfort.

BATH AND CARRIAGES MAY BE HAD AT THE HOTEL.

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GRAND HÔTEL.

THIS Hand one Building is situated in the finest part of the City, between Charles XIIth's Square and the National Museum, on one of the Principal Quays, just at the confluence of the lake Mälär and the Baltic.

The Royal Palace, one of the stateliest in Europe, faces the Hotel on the opposite side of the harbour. The Royal Opera, and the Principal Theatres are in close proximity.

The balconies and roof of the Hotel command the most extensive Views of the City.

The House is replete with every modern improvement and convenience, and no expense has been spared to render it one of the first and most comfortable Hotels on the Continent.

The Building contains Four Hundred Sleeping Apartments, besides Dining Rooms, Sitting Rooms, Coffee and Reading Rooms, a Billiard Room, a Telegraph and Post Office, Baths, Retiring Rooms, a Laundry and other accommodations. The several flats can be reached by Steam Lifts.

All European Languages spoken. Guides and Conveyances supplied to all places of interest in the City and Neighbourhood. Terms will be found to compare favourably with those of other First-class Hotels.

The Hotel Rydberg.

GUSTAF ADOLF'S TORG.

THIS Old-established House has long been favourably known to Travellers. It contains One Hundred and Fifty Sleeping Apartments.

The Proprietor of these Two First-class Hotels is in a position to offer every advantage to strangers visiting the Swedish Capital.

J. J. R. CADIER,

Proprietor of the Grand Hotel and the Hotel Rydberg.

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PENSION GONET,

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MOST CONVENIENTLY SITUATED IN THE CENTRE OF
THE CITY.

Well Furnished Apartments for Families and Single Gentlemen.

TERMS MODERATE.

All European Languages spoken.

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PENSION HAUSSMANN,

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DELIGHTFULLY situated in the finest and healthiest part of the City, in the vicinity
of the Theatres, Palaces, and Schools. Well adapted for Families. Moderate Terms.

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HÔTEL DE L'EUROPE.

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THIS HOTEL is recommended by its Comforts and Moderate Prices. Rooms from 4fr.
Dinners at fixed Prices, and à la carte. Choicest Wines.

Hot and Cold Baths. Interpreters and Carriages.

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GRAND HOTEL SOUVILLE (Place du Capitole).KEPT by M. DARDIGNAC, Restaurateur. A First-class House, one of the best-situated
in the Town, close to the Grand Theatre, Post and Telegraph Office. Is to be recom-
mended from its good Attendance. Most comfortable Apartments, Salons, and Bedrooms.
Restaurant at fixed Prices, or à la carte. Private service for Families. Baths and Private
Carriages in the Hotel. Carriages and Omnibus enter the Courtyard of the Hotel.

TURIN.

GRAND HOTEL DE LA LIGURIETransferred since the 1st January, 1875, to the
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PLACE BODONI.

Splendid Establishment in the style of the first Hotels of
Europe.

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GRAND HOTEL.*(One of the Largest in Switzerland.)*FIRST-CLASS HOUSE, provided with a Lift. Special Stockiest Landing for the Hotel.
Omnibus at all Trains. Pension in Winter.

A. HIRSCHY, PROPRIETOR.

VALENCIA (SPAIN).

HOTEL DE (LA) VILLE DE MADRID,*Kept by Mr. CARLOS CANTOVA & HYOS.*

THIS First-rate Establishment, situated on the Villarrosa Square, No. 5, has been entirely re-furnished with every modern comfort and luxury, and now offers the most desirable residence to English Travellers visiting this Fine Climate. Suites of Apartments for Families from the lowest prices to 50 *fr.* a *night*. Excellent Cuisine and good Attendance. Foreign Newspapers. English, French, and Italian spoken. Baths, &c. The Hotel is close by the Post Office, the Theatres, and the *Grand Pri mercedes*. Board and Lodging, with Light and Service included, 30 Reaux per day for Single Travellers; but with Sitting Rooms for Families, from 60, 80 to 100 Reaux per day.

VARESE (Lombardy)
GRAND HOTEL VARESE.

In direct communication by rail with Milan and Lake Maggiore,
 Lake of Como, and Lago d'Orta.

FIRST-CLASS HOTEL, situated in the best and healthy part of Lombardy, 1,320 feet above the sea, commanding the most extensive views of the Alps, Monte Rosa Chains, Lago Maggiore, Varese, and Monte Viso.

An extensive Park and Grounds with Grottoes, etc., surround the Hotel. Grape Harvesting during the Season.

200 WELL-FURNISHED ROOMS and SALOONS

Visitors are certain of meeting with every possible comfort. Public drawing-room. Reading room. Ladies' room and Music Saloon. Billiard and Smoking Room, etc.

Baths on each floor. English Church in the Hotel. Pension all the year round.

D. MARINI, Manager.

HÔTEL DES TROIS COURONNES.

F. SCHOTT, Proprietor.

THIS Large and First-class Establishment, situated close to the Lake, affords superior accommodation for Families and Gentlemen. It is extensively patronised for its comfort and cleanliness. Persons remaining some time will find this a most desirable Residence, and from October 15 to June 1 they can live here moderately on pension. The largest and finest *Salon-ballon*, &c. in all Switzerland.

VENICE.

GRAND HOTEL VICTORIA.

(FORMERLY REGINA D'INGHILTERRA.)

KEPT BY EMILE THOMA.

THE largest and finest Hotel in Venice, most conveniently situated near the Piazza S. Marco and the principal Theatres. 180 Bedrooms, Private Sitting-rooms, Reading-room with Piano, Billiard-room, and Smoking-room. Baths of every description, great comfort and cleanliness. Service on the Swiss system. Charges more moderate than in any other first-class Hotel. *Cuisine recherchée.*

Arrangements for Pension.

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VEVEY.

GRAND HOTEL DU LAC.

EDOUARD DELAJOUX, Proprietor.

FIRST-CLASS HOTEL, close to the Lake, with a large Garden, and splendid View. English and American Newspapers.

SPLENDID SALON and DINING-ROOM

Close to the Steam-boat Landing called Vevey la Tour.

Please address Letters and Telegrams, "Delajoux, Hôtel du Lac, Vevey."

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BLACK BEAR HOTEL AND BATHS.

OTTO FREYTAG, Proprietor.

Scrupulous Cleanliness, Attentive Service, and Moderate Charges.

CENTRAL Situation—close to the Mineral Springs, the Theatre, the Conversation House and the Promenades. Contains 140 Rooms and Saloons, elegantly furnished, spacious Dining-rooms, Ladies' Parlour, Smoking-room, and 60 neatly fitted-up Bathing Cabinets. Table d'Hôte at 1 and 5 o'clock. Exquisite Wines. English, French, and German Papers.

VISITORS BOARDED.

VICHY

View of the Grand Hotel des Ambassadeurs at Vichy-les-Bains.



GRAND HOTEL, DES AMBASSEDEURS, Situated on the Park.—This magnificent Hotel is now one of the first in the town. It is managed in the same style as the largest and best hotels on the Continent. By its exceptional situation, the house presents three fronts, from which the most beautiful views are to be had; and from its balconies is heard the excellent Band of the Casino. The Hotel contains 200 Rooms, 20 Saloons, a Saloon for Banquets, capable of holding 500 persons, and a large and fine Dining-room, 200 covers, a Smoking-room, and 2 Billiard Tables. Large and small Apartments for Families. English and Spanish spoken. Interpreter. The Omnibus of the Hotel awaits all the Trains at the Station.

VIENNA.

HÔTEL DE FRANCE.

RINGSTRASSE, SCHOITENRING.

EXCELLENT Location. Splendid Vi-w. Central Station of the Tramway. Large and small Apartments. Reduced prices for Families making a longer stay. Rooms from 1 florin upwards.

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FOUR SEASONS HOTEL & BATHS.

THIS renowned First-class Establishment, equal to any on the Rhine, enjoys the best and most delightful situation in the place, being opposite the Kursaal, the Colonnades, the Park, and close to the Drinking Gallery. It contains a great choice of large and small apartments for families and single travellers, all offering cheerful views and fitted out with every modern comfort. The Bathing Establishment has forty airy Cabinets supplied from the Hot Mineral Springs. Fine Dining Rooms, Reading, Smoking, and Ladies' Saloons. First-rate Cuisine. Table d'Hôte. Reasonable Charges.

PROPRIETOR, DR. ZAIS.

VIENNA

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By Appointment Purveyor
 To the EMPEROR OF AUSTRIA, to the PRINCE OF WALES, to the
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The Largest Manufactory on the Continent
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FANCY LEATHER & GILT BRONZE GOODS,

AND ALL KINDS OF BAGS,

Which Articles are not to be equalled in novelty, finish, and
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* * Particular attention is called to the exact name of the Firm,
 "AUGUST" KLEIN, as there are Dealers of the same name
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 goods under the name of Klein.

Manufactory. VIENNA. Neubau, Andreasgasse, No. 6.

Dépôts. . . { VIENNA, Stadt Graben, 20 only.
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N.B.—Free admission is granted to all Persons wishing to visit the
 Manufactory.

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J. & L. LOBMEYER,

GLASS MANUFACTURERS,

Appointed Purveyors to the Imperial Court of Austria.

No. 31, KÄRNTNERSTRASSE.

The most extensive Establishment for Bohemian, Crystal, Fancy
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Every variety of Glass for Household use, Ornament, and in Art Work-
 manship. Specialities in Engraved Glass and Looking-glasses. Chandeliers,
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LARGE SHOW ROOMS UP-STAIRS.

The prices are fixed, and are very moderate.—English is spoken.

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 Queen Street, Cannon Street, E.C., London, will transmit all orders with the
 greatest care and attention.

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HOTEL KLUMPP,

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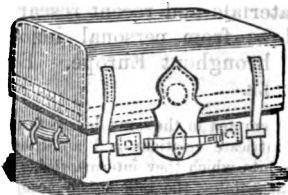
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